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PRINCIPAL CONTENTS.

New York, West Shore and Chicago	745
Arkansas Central Railway	745
Central Railroad of New Jersey	745
Russian Railways	747
Imports of Dry Goods	748
Mobile and Ohio Railroad	748
Louisville and Nashville Railroad	749
Northern Pacific Railroad	749
Railroad Earnings	750
Federal and State Securities	753
Dividend and Interest Tables	752, 754
Railroad Share List	762
Stock Exchange and Money Market	769
Rhode Island and Massachusetts Railroad	771
Journal of Railroad Law	771
Canadian Pacific Railway	772
Texas and Pacific Railroad	774

Shore and Chicago Railroad Company, secured by its first mortgage, or cash; and that Mr. Courtenay has appointed Measrs. C. D. Van Wagener, John Van Ness and Allan Hay trustees to receive the bonds of the West Shore Hudson River Railroad Company on the above terms. The office of the trustees is at No. 33 Broad Street, this city.

INVESTMENT SECURITIES.

We are selling the Northern Pacific 7-30 Gold Bonds at par and interest in currency. They are issued in denominations from \$100 to \$1,000 Coupon, and \$100 to \$10,000 Registered, and are at all times interchangeable, at the pleasure of the holder, without charge.

They are secured by a First and only Mortgage on the road, its Equipments, Earnings, and Franchises, and also on a Land Grant which, on the completion of the road, will exceed 28,000 acres to each mile of track, or 500 acres of land to secure each \$1,000 bond.

These Bonds are at all times receivable at Ten Per Cent. Premium, in payment for any lands purchased from the Company.

A portion of the Company's Lands are now on the market, and the proceeds of sale constitute a SINKING FUND for the REDEMPTION of the BONDS.

Holders of United States 5-50 Bonds can now convert them into

NORTHERN PACIFIC 7-30'S.

Realizing an immediate handsome profit, and an increase of about one-third on their annual income.

The semi-annual interest on the Registered Bonds is paid with GOLD CHECKS, sent to the Post-Office address of the holder.

All marketable securities received in exchange, without expense to the investor, at their highest current value.

JAY COOKE & Co.,

New York, Philadelphia and Washington.

For sale by Banks and Bankers generally throughout the United States and Canada.

American Railroad Journal.

New York, Saturday, June 15, 1872.

New York, West Shore and Chicago R. R.

At the annual meeting of the stockholders of this company held at No. 20 Nassau St., this city, on the 11th inst., the following gentlemen were elected directors: John M. Courtenay, Leonval T. Guthrie, Wm. M. Richards, Joseph A. Beardsley, Augustus W. Greenleaf, J. Alder Ellis, John C. Wyman, Wm. W. Carson, Levi Parsons, Hezron A. Johnson, L. H. Meyers, John Horatio Lloyd and Daniel D. Brodhead. Mr. Lloyd is of London, Mr. Brodhead of Boston, Mr. Ellis of Chicago, Mr. Carson of Newburg, and the others of New York. At a subsequent meeting of the directors the following officers were chosen: President, John M. Courtenay; Vice President, J. Alder Ellis; Treasurer, Leonval T. Guthrie; Secretary, L. M. Guthrie. The executive committee consists of the President, Vice President, and Treasurer. We learn that an agreement has been entered into between this company and the West Shore Hudson River Railroad Company, whereby the former agrees to take up the bonds of the latter company at the rate of fifty cents on the dollar on or before the 26th day of January, 1878, and to give in exchange bonds of \$1,000 on the New York, West

The proposed bridge over the Hudson River at Poughkeepsie will be composed of five spans of 500 feet each, and will be 120 feet in height. This bridge will connect New England with the coal fields of Pennsylvania, by the building of only nine miles of railroad.

Arkansas Central Railway.

The Credit Foncier of England, one of the largest financial institutions in London, in conjunction with Messrs. Lion, Hertz & Co., of Amsterdam, have introduced upon the English and Dutch markets the first mortgage 8 per cent. gold bonds of the Arkansas Central Railway Company. The bond is for only \$8,000 per mile on completed road, and was readily subscribed for by the public, obtaining a premium in the London market of 4 per cent. above the issue price, which was £166 10s per bond of \$1,000 or 80 per cent. gold. This is the first Arkansas loan successfully placed upon the European market, and as the Central is one of the best lines of the Southwest, we are confident that the sale of these securities will open the way for the introduction abroad of other valuable enterprises in the progressive Southwest.

Central Railroad of New Jersey.

The Directors of the Central Railroad Company of New Jersey, present to the Stockholders their report for the year 1871.

The usual comparisons are made of the receipts, expenses, &c., of the past year with those of the one that preceded it, though they are of less value than usual, as on the first of April this company took possession of the Lehigh and Susquehanna Railroad and its branches, under the lease heretofore reported; and since that time the whole 180 miles of main line, and 111 miles of branches have been operated as one concern. The last nine months, therefore, show the receipts and expenses of the Lehigh road combined with those of the roads previously the property of this company.

The entire Lehigh equipment having passed by purchase, into the hands of this company, is included in the general statement of equipment, which also includes that of all the branches; and the repair of the same are included in the general expense accounts.

SERVICE OF THE ROAD AND FERRY.

The service of the whole road, as compared with that of the Central Division the previous year, has been as follows:

	1871.	1870.
Miles run by passenger trains.	1,164,823	875,049
" merchandise "	808,795	574,208
" coal trains	1,556,905	828,971

Total by transport'n trains.	3,530,528	2,278,228
Miles run by wood, gravel and construction trains	171,850	66,817

Total miles run by trains.	3,702,378	2,345,045
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The ferry boats have made 39,998 trips between New York and Jersey City, against 36,836 trips the previous year. The ferry between New York and Elizabethport has been regularly kept up.

PASSENGERS, FREIGHT AND COAL.

The passenger business of the past year, including that of the Lehigh Road for nine months, is as follows, compared with Central Railroad receipts the previous year:

	1871.	1870.
Number of passengers....	3,944,103	3,291,084
Miles traveled by passengers....	44,808,654	40,499,888

A similar comparison of merchandise business gives as follows:

	1871.	1870.
Number of tons carried....	990,591	702,529
Tons carried one mile....	59,557,173	42,792,171

A similar comparison of the coal business gives the following results:

	1871.	1870.
Number of tons carried....	2,968,046	2,052,184
Tons carried one mile....	229,342,245	115,304,881

There was an increase in Lehigh Coal of 247,494 tons, and a decrease in Lackawanna coal of 422,614 tons, on the Central Division.

The coal tonnage over the Central Division, since the transportation of coal was commenced, has been as follows:

	Lehigh	Lackawanna	Total
	Tons.	Tons.	Tons.
1856.....	33,325	98,670	131,995
1857.....	84,841	209,950	294,791
1858.....	122,923	417,726	540,649
1859.....	183,277	455,681	638,958
1860.....	263,906	590,863	854,769
1861.....	254,345	568,869	823,214
1862.....	314,195	502,375	816,570
1863.....	435,927	618,954	1,049,881
1864.....	474,221	675,743	1,149,964
1865.....	509,819	494,687	1,004,506
1866.....	511,076	778,173	1,289,249
1867.....	518,425	855,620	1,369,045
1868.....	765,657	853,188	1,618,845
1869.....	733,435	822,567	1,556,052
1870.....	997,504	1,054,680	2,052,184
1871.....	1,244,998	682,066	1,877,064
Total	7,442,924	9,624,812	17,067,736

EQUIPMENT.

The company received with the Lehigh and Susquehanna Railroad 72 engines, 15 passenger cars, 10 baggage cars, 554 freight cars, 10,442 coal cars and 263 other cars.

The company now own 202 engines, of which 198 burn hard coal and 9 wood. The condition of these engines is reported as follows: 134 in first-class order; 31 in good working order; 1 requires ordinary repairs, 6 general repairs, and 22 are now in shop repairing. During the year 9 new passenger engines, 4 new freight and 5 new shifting engines have been added to the equipment, besides the purchase of the Lehigh engines. Six engines have been condemned and cut up.

The equipment of cars is as follows: 103 first-class and 16 second-class passenger, 29 baggage and smoking, 10 baggage and mail, 3 express, 326 8-wheel and 12 4-wheel, house freight, 28 8-wheel stock, 9 8-wheel and 73 4-wheel, caboose, 198 8-wheel platform, 311 8-wheel gondola, 10 8-wheel, 149 6-wheel and 14 4-wheel iron and lime, 876 8-wheel and 11,975 4-wheel coal, 122 8-wheel and 163 4-wheel gravel, 19 6-wheel and 5 4-wheel wood rack, 4 8-wheel derrick, and 2 8-wheel tool.

During the year the following additions have been made to the car equipment, besides the Lehigh car purchase: There have been purchased 10 passenger cars, 1,000 4-wheel coal cars, 50 gondola cars, 12 house cars, 25 platform cars and 48 iron cars. There have been built in the company's shops, 1 caboose, 43 house, 7 stock, 24 platform, 6 gondola and 2 tool cars, all 8-wheeled; also, 8 4-wheeled caboose and 43 4-wheeled coal cars. The following changes were made: 3 second-class passenger cars were converted to combination cars, 2 6-wheel wood racks to iron and lime

cars, 1 8-wheel coal car to work train caboose, and 10 8-wheel coal cars to lime cars. Also 180 4-wheel coal cars were rebuilt during the year. Also 5 passenger cars, 2 caboose, 69 coal, 1 stock, and 9 lime cars have been broken up or destroyed.

TRANSPORTATION ACCOUNT.

The following is a statement of the ordinary receipts and expenses of both roads for the year 1871, compared with those of Central Division in 1870.

Receipts:	1871.	1870.
Passengers.....	\$1,275,091 82	\$1,118,147 20
Merchandise.....	1,562,947 54	1,172,870 63
Coal.....	3,900,571 71	1,954,550 56
Mail.....	15,809 90	15,772 40
Express.....	28,429 55	28,786 10
Rents.....	25,516 49	80,900 36
Miscellaneous.....	17,424 59	22,486 87
Car service.....	15,587 59	.....

Total receipts.... \$6,841,379 19

Expenses:

Running expenses	\$1,266,096 94	\$799,906 85
Wood consumed	46,619 75	47,961 66
Coal consumed.....	281,817 23	240,117 13
Repairs of road.....	896,395 97	405,522 17
Repairs of engines..	150,388 82	216,211 73
Repairs passenger's cars	68,717 29	39,657 30
Repairs of freight cars	51,605 52	23,150 99
Repairs of coal cars.	235,240 84	40,705 50
Repairs docks, Elizabethtown.....	10,503 84	20,262 13
Repairs buildings, bridges, &c.....	178,047 87	175,486 25
Repairs tools and machinery	34,639 47	18,875 89
Expense account....	121,823 14	103,811 10
Miscellaneous exp...	71,979 59	105,341 58
Ferry running exp..	88,595 50	106,556 33
Ferry boat repairs...	34,895 67	41,995 62
Car service.....	.....	126,654 68
Exp. Ashley Plains..	68,878 04	.....

Total expenses.... \$3,706,144 48

Balance net earnings.... \$3,135,284 71

\$1,881,297 48

The gross receipts per mile run have been as follows: From passenger trains, \$1.09 against \$1.28 in 1870; from merchandise trains, \$1.93 against \$2.04; from coal trains, \$2.55 against \$2.36. The average receipts per mile run from all trains have been \$1.85 against \$1.87 the previous year.

The gross expenses per mile run have been \$1.00 against \$1.07 the previous year.

The following table shows the receipts, expenses and net earnings, from the beginning of the annual reports to the Legislature, to the present time:

Receipts.	Expenses.	Net Earnings.
1853.. \$349,018	\$197,629	\$151,389 or 43 pc.
1854.. 378,145	197,349	180,796 or 48 "
1855.. 393,729	208,856	184,873 or 47 "
1856.. 553,479	258,308	295,171 or 53 "
1857.. 682,314	340,502	341,812 or 51 "
1858.. 836,934	345,614	491,320 or 58 "
1859.. 971,702	385,716	585,986 or 61 "
1860.. 1,185,848	475,457	810,391 or 60 "
1861.. 1,201,895	522,452	679,443 or 57 "
1862.. 1,397,586	628,245	774,341 or 56 "
1863.. 1,941,976	814,782	1,127,244 or 58 "
1864.. 2,537,185	1,231,554	1,305,631 or 51 "
1865.. 8,036,390	1,748,434	1,287,956 or 48 "
1866.. 3,581,244	1,963,976	1,617,268 or 45 "
1867.. 3,850,398	1,878,022	1,472,376 or 44 "
1868.. 3,729,412	2,379,192	1,350,220 or 36 "
1869.. 4,010,121	2,642,163	1,367,958 or 34 "
1870.. 4,393,514	2,512,217	1,881,297 or 43 "
1871.. 6,841,379	3,706,144	3,135,235 or 46 "

FINANCIAL CONDITION.

The balance sheet will be found at the end of the report. The following is a statement of the financial operations during the year:

Credits:

Balance cash January 1st.....	\$5,540 02
Gross earnings Central Division...	4,470,729 74
Gross earnings L. & S. Div., 9 mos.	2,370,649 45
Mortgage bonds of 1890, issued...	1,987,000 00
Lehigh Coal and Nav. Co., Gold	
Loan of 1897, assumed.....	2,310,000 00
Railroad Car Trust of Philadelphia, assumed.....	498,568 76
Scrip stock, \$5,000,000, received..	1,182,150 00
Accounts receivable, decrease.....	411,068 16

\$13,235,706 18

Debts:

Ordinary expenses, both roads....	\$3,706,144 48
First mortgage bonds paid.....	138,000 00
Second " " "	80,000 00
Grading.....	114,758 58
Masonry.....	37,852 09
Railway superstructure.....	213,562 76
Bridge superstructure.....	18,945 66
Land damage.....	69,622 84
Engineering.....	13,127 96
Station houses.....	27,574 87
Engines.....	1,021,063 20
Passenger cars.....	122,572 00
Freight cars.....	462,000 31
Coal cars.....	2,611,923 97
Wilkesbarre Coal and Iron Co. stock	757,600 00
Lehigh Coal and Navigation Co. loan of 1911.....	90,000 00
Lands, material, &c., increase.....	697,319 48
Interest account for year, balance.	578,867 52
State taxes for year.....	62,748 05
United States taxes.....	39,350 03
Rent of Lehigh and Susquehanna Railroad.....	775,040 24
Dividends for year, 10 per cent....	1,500,000 00
Balance cash, December 31, 1871..	96,542 09

\$13,235,706 18

The profit and loss account has been credited: Gross earnings during the year.... \$6,841,379 19

It has been debited as follows:

Ordinary expenses....	\$3,706,144 48
Rent of Lehigh and Susquehanna R. R.	775,040 24
Interest account	578,867 52
State taxes	62,748 05
United States taxes...	39,350 03
Dividend account....	1,500,000 00
Union R. R. Co. stock charged off.....	23,010 90

6,685,161 22

Balance to renewal fund..... \$156,217 97

The cost of the Central Railroad, double tracked, with its ferry houses, ferry boats, coal wharves, station houses, shops, and other appendages, stands at \$11,736,639 19, and that of the equipment of both roads at \$6,891,559 48.

BUSINESS OF THE YEAR.

For the first quarter of the year the coal traffic was almost entirely suspended by the universal strike in the coal regions. When trade recommenced, simultaneously with this company taking possession of the Lehigh and Susquehanna Railroad and branches, under the lease on the 1st of April, a very heavy business at remunerative prices was done for a number of months. The latter part of the year prices fell, under a severe competition among producers and transporters to get large quantities to seaboard. The year closed with very satisfactory results however, the receipts from coal on the Central having slightly exceeded those of the previous year, notwithstanding the fact that the receipts of the previous year had been exceptionally large.

Passenger and merchandise receipts showed also a large increase on the Central Division, while the business of the Lehigh and Susquehanna Division, under the stimulus of passing into hands able and willing to increase its traffic, has largely developed, and shows a healthy growth likely to increase.

The division of the business between the two roads has been as follows:

Central.	Lehigh & Sus.
Passengers.....	\$1,184,829 42
Merchandise.....	1,274,927 06
Coal.....	1,960,026 54
Other receipts.....	100,946 72
Total.....	\$4,470,729 74
	\$2,370,649 45

CONSTRUCTION.

The graduation and masonry for the third and fourth tracks between Elizabeth and Somerville, generally of an easy character, was carried on during the season, and is now nearly completed, ready for laying the new tracks where required, and correcting the old ones where out of the true line. The new piece of road to straighten the line between Fanwood and Plainfield is progressing very satisfactorily. The right of way for the tangent line between Somerville and Raritan has been purchased, but work has not yet been commenced on it; so also on the Bound Brook part of the line, where the present tracks require raising two feet, and the filling in of the new tracks is heavy, no work has yet been done.

A third coal wharf is building at Port Johnson, and nearly ready for occupation. Another wharf is almost completed at Jersey City, and the adjoining wharf is to have a coal trestle placed on it for city and harbor trade.

Extensive but not expensive improvements have been made at Roselle and Dunellen stations, and neater and more ornamental stations and grounds are not to be found in the country. It is intended by degrees to improve all the stations, on different plans, as required by the extent and nature of the ground, and by the enterprise shown by the inhabitants.

A large and handsome station-house, of iron and brick, has been built at Ferry Street, on the Newark road, and already the effect is visible in the start given to improvements in the neighborhood. The stores on the ground floor at once pay the interest on the cost of the building.

The filling in at Jersey City, partly on the lands of the company and partly on those of the American Dock and Improvement Company, has advanced very satisfactorily. Two connections with Jersey City, by Jersey Avenue and Washington Street, have been filled in, and for use await only the building by Jersey City of the necessary bridges over the Morris Canal, &c. These bridges are understood to be ready for contract.

The bulkheads sunk round the large basin north of the station grounds have been further perfected by additional stone ballast. This basin when completed will be an advantage which Jersey City would not lose for a large sum, and the Dock Company propose to proceed with its construction with the addition of two smaller basins to the north, at right angles with main basin.

STEEL RAILS.

The relaying the road with steel rails is steadily advancing month by month. On the 1st January 45 miles single track had been relaid, and the rails for 12 more miles were on hand. Orders for 15 miles more were in the course of delivery. On the Lehigh and Susquehanna road over 10 miles were laid. The total will be 6,000 tons. For the present year, in addition to the above, 8,500 tons have been ordered, sufficient to relay 85 miles of road. It is gratifying to add that the steel rails have continued to give perfect satisfaction, and also that the iron rails recently received from our American works, where not composed of re-rolled iron, have been lasting much better and promise much more satisfactory results than those received for a number of years previously. The company will continue to relay with steel until the main tracks are all changed.

COAL LANDS.

In the general competition for sources of coal supply, it became indispensable for the company to place this, their most important branch of traffic, beyond the reach of contingency of any sort. They, therefore, took active steps during

the past year to secure coal lands in their interest, giving the preference to the very best lands, even if higher-priced, and also securing large contiguous blocks rather than scattering their interests. By purchase or lease, through the Lehigh Coal and Navigation Company or otherwise, they own the fee or control the traffic of 21,500 acres of the best coal lands in the Lehigh and Wyoming coal fields, besides 14,000 acres of timber or arable lands under which no coal is as yet known to exist. This statement includes the lands of the Lehigh Coal and Navigation Company, but not those of the Lehigh Valley Railroad Company, or of the Delaware, Lackawanna and Western Railroad Company. With such a body of lands to be certainly relied on, they feel as if they were in no danger, and driven to no particular course which they might not otherwise take.

NEWARK AND NEW YORK RAILROAD.

There is nothing new in the business of this branch, which continues to grow in popular favor. The reduction of grade through Bergen Hill to 30 feet to the mile is advancing satisfactorily.

The branch across the meadows, from the Central road near Elizabethport to the road on the Brill farm, is completed and ready for use. No trains have been run over it during the winter, it being more economical to wait until the frost is out of the ground and surface the road properly before beginning its use. It is expected to give great impetus to the Newark passenger business on the Central Road, as through cars will be run in connection with all the principal trains.

ROAD TO PERTH AMBOY AND LONG BRANCH.

Roads have been chartered extending from the junction of the Newark branch and the Central Road at Elizabethport, directly across a level in expensive country to Perth Amboy; thence by a double track bridge across Raritan Bay to South Amboy, and thence by tangent lines passing through Mattawan and Red Bank to Long Branch. At present these roads are independent of the Central, but they will pass under their control.

The "all rail" distance from New York to Long Branch, will be 45 miles. The country is rich and anxious for an outlet, and the business is expected to be remunerative on its cost, which will be very moderate.

The bridge across Raritan Bay is the only costly structure, and will be constructed in a permanent manner, as it will, in time, become the channel of a large business.

LEHIGH AND SUSQUEHANNA RAILROAD.

This road has been worked, for nine months of the fiscal year, as a division of the Central Road, to the great advantage and profit of both parties. Possession was taken without difficulty or jar of any kind, and the business operations of the road have been eminently satisfactory and harmonious. The construction of the second track between Easton and Allentown, and also at the most important points on the upper part of the road, has been steadily and economically pushed, and many miles will be added during the present season. The new portions of track, like the older, will be laid with steel rails, now under contract; station-houses will be built, sidings and freight-houses provided, moderate rates of toll maintained, and everything possible done to develop and expand the business. The Central policy will as far as possible be extended into Pennsylvania, and already the good effects are visible.

STOCK AND BONDS.

During the year an addition to the capital has been made by the issue of \$5,000,000 scrip stock, on which \$1,182,150 had been paid at the close of the year. When this is all paid in, it will make the capital stock twenty million of dollars. The issue of new bonds, due 1890, is \$4,824,000, while the old bonds outstanding are \$176,000, making together five millions. Of floating debt, as usual, there is little or none.

DIVIDENDS.

A semi annual dividend of four per cent. was made, then a quarterly dividend of two and a half

per cent., and then one of three and a half, to make the dividends of the year up to ten per cent.; at which point of ten per cent. it is expected to maintain them.

CONCLUSION.

There seems little prospect of any check to the prosperity of the road. The country along the line is flourishing greatly. Business is flowing in, and while competition is from time to time threatened, or branches of business withdrawn, new sources of supply are always ready to take the vacant places.

The faithfulness and energy of all the officials, from the General Superintendent and other high officers, downwards, has contributed, is contributing, and will contribute largely to this result

BALANCE SHEET, JANUARY 1st, 1872.

Railroad.....	\$8,281,072 14
New York station and ferry houses	344,556 21
Jersey City station.....	960,297 50
Port Johnston coal station.....	752,910 88
Elizabethport station.....	300,146 10
Station houses, shops and water stations.....	573,610 26
Ferry interest and boats.....	574,046 10
Engines.....	2,214,063 20
Passenger and baggage cars.....	629,572 00
Freight cars.....	778,000 31
Coal cars.....	3,269,923 97
Land accounts.....	\$365,776 89
Coal lands—interest.....	847,600 00
Machinery and miscellaneous property.....	305,930 28
Telegraph.....	12,297 32
	\$1,531,604 49
American Dock and Improvement Co. stock.....	1,500,000 00
Newark and N. Y. R. R. Co. stock.	750,000 00
Ohairs, spikes, steel and iron rails and ties on hand.....	876,748 05
Materials and fuel on hand.....	331,221 26
Cash and accounts receivable.....	2,077,048 22
	\$25,194,815 69
Capital stock.....	\$15,000,000 00
Scrip stock.....	1,182,150 00
Mortgage bonds of 1890.....	4,824,000 00
Mortgage bonds due 1870 and 1875.....	176,000 00
Lehigh Coal and Navigation Co. loan of 1897 (assumed).....	2,310,000 00
Railroad Car Trust of Philadelphia (assumed).....	498,568 76
Interest on bonds, accrued not yet due.....	164,464 50
Accounts payable.....	873,476 81
Renewal fund.....	166,155 62
	\$25,194,815 69

President.—JOHN TAYLOR JOHNSTON.

Directors.—John Taylor Johnston, John C. Green, Adam Norrie, Sidney Dillon, James Boorman Johnston, New York; Benjamin Williamson, Elizabeth; F. T. Frelinghuysen, Newark; Henry D. Maxwell, Easton, Pa.; Asa Packer, Mauch Chunk, Pa.

Secretary and Treasurer.—SAMUEL KNOX.

Superintendent and Engineer.—R. E. RICKER.

Consulting Engineer.—JAMES MOORE.

Russian Railways.

An official Russian report states that the traffic of the Russian railways for 1871 as compared with 1870 shows the subjoined results:—

	1871.	1870.
Passengers.....	18,046,718	14,528,915
Goods (Pieds).....	881,886,155	668,002,573
Gross receipts (roubles). 94 000,000	78,000,000	

We add the following figures derived from another source:—

	1871.	1870.
Custom's receipts (roubles). 47,988,490	40,924,755	
Bullion imports (rs.).....	5,880,005	1,945,920
Do. exports (rs.).....	16,766,220	22,659,888

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of May, were :

ENTERED FOR CONSUMPTION.

	1871.	1872.
Manufactures of wool....	\$1,369,208	\$943,994
" cotton....	1,506,113	1,718,795
" silk....	2,537,300	1,678,295
" flax....	965,942	985,842
Miscellaneous dry goods..	881,679	679,752

Total entered for consump. \$7,259,242 \$5,956,678

WITHDRAWN FROM WAREHOUSE.

	1871.	1872.
Manufactures of wool....	\$668,878	\$820,186
" cotton....	315,129	441,607
" silk....	480,516	602,048
" flax....	300,547	380,630
Miscellaneous dry goods..	129,758	188,066

Total withdrawn from warehouse..... \$1,894,828 \$2,482,527
Add entered for consump. 7,259,242 5,956,678

Tot. thrown on the market. \$9,154,070 \$8,889,205

ENTERED FOR WAREHOUSING.

	1871.	1870.
Manufactures of wool....	\$882,491	\$1,197,196
" cotton....	482,799	792,784
" silk....	518,531	768,625
" flax....	336,548	784,086
Miscellaneous dry goods..	182,617	322,008

Total entered for wareh'g. \$2,402,986 \$3,864,594
Add entered for consump. 7,259,242 7,956,678

Total entered at the port. \$9,662,228 \$9,821,272

The imports of foreign dry goods at New York for five months from January 1, were :

ENTERED FOR CONSUMPTION.

	1871.	1872.
Manufactures of wool....	\$11,674,889	\$11,985,446
" cotton....	10,773,538	12,022,692
" silk....	14,156,756	18,370,640
" flax....	5,702,650	6,597,288
Miscellaneous dry goods.	4,912,628	5,128,351

Total entered for cons'p. \$47,220,461 \$49,054,417

WITHDRAWN FROM WAREHOUSE.

	1871.	1872.
Manufactures of wool....	\$5,066,353	\$6,426,520
" cotton....	2,771,711	3,888,448
" silk....	3,098,264	4,602,160
" flax....	2,783,800	3,082,430
Miscellaneous dry goods.	800,000	918,098

Total withdrawn from warehouse..... \$14,520,128 \$18,717,656
Add entered for consump. 47,220,461 49,054,417

Total thrown on the market..... \$61,740,589 \$67,772,073

ENTERED FOR WAREHOUSING.

	1871.	1872.
Manufactures of wool....	\$5,383,457	\$6,888,488
" cotton....	3,067,643	4,022,366
" silk....	3,196,290	4,969,099
" flax....	2,008,016	3,250,247
Miscellaneous dry goods.	968,789	1,833,245

Total entered warehouse. \$14,624,145 \$20,448,445
Add entered for consump. 47,220,461 49,054,417

Total entered at the port. \$61,844,606 \$69,497,862

The Logansport, Crawfordsville and Southwestern Railway Company of Indiana have leased on extremely favorable terms, and will operate that portion of the Evansville and Crawfordsville Railroad lying between Rockville and Terre Haute, being about twenty-three miles, thus securing as its southwestern terminus this large and important railway centre.

Mobile and Ohio Railroad.

The earnings of this road for the years ending December 31, 1870 and 1871, were as follows :

	1870.	1871.
From freight.....	\$1,760,072 29	\$1,954,217 76
" passengers....	695,224 16	681,460 92
" express.....	54,750 00	54,750 00
" mail.....	49,294 47	49,020 00

\$2,559,340 92 \$2,739,448 68

Expenses, viz :

	1870.	1871.
Repairs of roadway.	\$635,502 32	\$582,886 10
Repairs of machinery	449,326 10	512,779 48
Conducting transp...	925,180 23	799,002 28

\$1,910,008 65 \$1,894,167 86

Net earnings.... \$649,332 27 \$845,280 82

Compared with the previous year the gross earnings of 1871 show an increase of \$180,107 76 In the expenditures of the year there is included the sum of \$30,260 48 in the roadway department for construction of the passenger building at Mobile, filling up station grounds and other necessary improvements on the road; and in the machinery department there is charged the sum of \$88,941 89 for the construction of new cars—making together the sum of \$119,202 37. Deducting these items, which have heretofore been charged to construction account, and the actual operating expenses will amount to \$1,774,965 49, and the absolute earnings over operating expenses to the sum of \$964,483 19. The president in his report says :

This is the largest earnings in the history of your company, and would have been increased but for three causes :

1st. The unfortunate break down of the Alabama and Chattanooga Road, which occurred in July, just as it was completed, and deprived us, to a great extent, of the business which we had the right to expect from that connection.

2d. The vigorous opposition between the New Orleans steamers and the New Orleans, Mobile and Texas road, reducing the rates of western freights to Mobile via New Orleans to a point that was unremunerative, and forcing us to retire.

3d. The freshet in May, which derived us of 10 days earnings and involved an expense of thousands of dollars.

It is a source of great satisfaction that since the last meeting we have been able to meet the interest of 2d mortgage bonds, making a full resumption of interest payments on all your securities. Thus the company, after passing through the terrible ordeal of a four years war, which involved the loss of sixty-five per cent. of the original cost of the enterprise, stands before the world to-day without the taint of commercial dishonor. This should assure you of the inherent strength of the enterprise.

With pleasure we are able to report that the debt due the State of Tennessee has been paid by the substitution of a similar amount of our bonds thereby relieving in the hour of need a State that generously aided you in the days of her greater prosperity, by a liberal loan of credit.

Negotiations have been made with the Kentucky and Tennessee Railroad Company, by which that company will build their road from a point opposite to the city of Cairo to some point of intersection with your road, and lease it to this company in perpetuity. The early completion of this extension will place you in rail connection with the entire railroad system north of the Ohio River.

The road and machinery is in better order than at any previous time, while its equipment is greater than ever before.

You will require more rolling stock in the autumn to meet the increase of business, and at some few points station houses are needed, for which arrangements are being made.

The sale of lands have been on a restricted scale, and must so continue until the tide of immigration sets Southward, which will sooner or later be the case.

The labyrinth of difficulties surrounding the Alabama and Chattanooga road has hitherto prevented the realization of the benefits to us which were expected, but it is hoped that a satisfactory solution will soon be reached. In the meantime this company is operating a portion of it by consent of the parties in interest.

The competition between the New Orleans steamers and the New Orleans, Mobile and Texas Railroad has ceased, and this connection promises to be one of mutual benefit.

The Cairo and Vincennes road, it is believed, will be completed in the coming autumn; and a narrow gauge road from Cairo to St. Louis is being rapidly built and will probably reach completion during the next winter.

A narrow gauge road is being built extending from Okolona, on your line, to Grenada, on the line of the Mississippi Central road, and the first twenty-eight miles from Okolona is now under contract.

The Selma, Marion and Memphis road, which crosses your road at Okolona and connects again at Columbus, Mississippi, has made but little progress since your last meeting, but we are advised that active operations are soon to be commenced at Okolona looking Southward.

With all connecting lines our relations are harmonious, and it is believed that the policy of friendly relations with all and entangling alliances with none will best subserve your interests.

The gradual increase of mechanical pursuits along the line is tending not only to an increase in your earnings, but is slowly changing the character and course of the traffic, and tending to the equalization of tonnage in opposite directions; this fact will be apparent when it is seen that with a less bulk of cotton the general receipts have been increased.

Complaint is made of us in common with all Southern Roads, that the rates of freight and passage are high. That prices are high as compared with rates on Eastern and Northern Roads, is not denied, but a moments examination of facts will show that they are not only justified, but required by the necessities of the case. Your road traverses for the most part, an undeveloped country, sparsely populated, and utterly prostrated by an exhausting war. The volume of business is necessarily small, and can only be increased but by the gradual development and restoration of the country.

The cost of your road, the expense of keeping it up, and its consequent interest account is the same, whether the business done over it is large or small—thus it will be seen that high prices must obtain, until this condition of things is changed. It is confidently believed that the time is not far distant, when prices can be reduced, and yet do justice to both creditors and stockholders. It will be remembered that the latter have not as yet received one dollar for their investments made long years since, and they cannot for some time to come.

The vexed question for discriminating rates it is argued, are contrary to good faith, and oppressive and disastrous. It would be a source of great satisfaction to all, and to none more than your directors, if this course could be abandoned. But let us examine the question and see the case as it is. Your road passes through an agricultural region, producing an annual crop—the transportation of which, taxes to its utmost capacity during four months in the year, all your rolling stock; while for the other eight months, the larger portion of it must lie idle, so far as local traffic is concerned. What shall be done with it? The work it has done is not sufficient to answer the demands upon your treasury. Shall we refuse to employ it because we cannot use it at regular prices, or shall we make it earn something, and thereby enable us to sustain the enterprise—if the latter course is adopted, we must compete in

price with other routes and modes of transportation—if the former is adopted, the local tariff must be increased above what is now complained of as high and oppressive, inasmuch as that business alone would thus be required to sustain you.

Again, the want of equalization of tonnage as between North and South bound freight, presents another difficulty. The proportions of South bound is at least two tons for one bound North. Now shall we send empty cars North because we cannot get full prices? If the answer is in the affirmative, a higher price must be demanded for South bound freight, as upon it the whole burden of operating is to be levied.

The slow but steady diversity in the pursuits of our people will in time remedy this evil, and thereby harmonize conflicting local interests.

The steady increase in your receipts, which were, in 1868 \$1,850,601 59, in 1869 \$2,115,286 93, in 1870 \$2,559,240 92, and in 1871 \$2,739,448 68, assures us that the country is steadily improving, and that your enterprise is partaking of that improvement. That your prospects for the future are cheering none can doubt.

The road is 472 miles in length, extending from Mobile, Ala., to Columbus, Ky., with branches from Artesia, Miss., to Columbus, Miss., 14½ miles, and from Junction, Miss., to Aberdeen, Miss., 9 miles—making a total of 495½ miles, of which 63 are in Alabama, 293½ in Mississippi, 118½ in Tennessee, and 20½ in Kentucky. The company also operate under lease 21 miles of the Mississippi, Gainesville and Tuscaloosa Railroad—making the total length of road operated 516½ miles.

The company have 116 locomotives. The number of miles run by locomotives was as follows: passenger, 524,122; freight, 638,080; gravel and construction, 218,046; switching, 52,575—total 1,432,823. The earnings per mile of road were: from passengers, \$1,320; freight, \$3,485; mail and express, \$201—total, \$5,006, against \$4,746 19 in 1870. The average earnings per train mile was \$2.32.

The number of passengers carried was 385,300; do., carried one mile, 15,792,459. Tons of freight carried, 383,638; do., carried one mile, 47,006, 987. Bales of cotton transported, 182,854, against 225,165 the previous year. There was a decrease in the receipts at Mobile of 11,076 bales, and in shipments northward of 17,447 bales. The superintendent in his report says:

A survey for the Kentucky and Tennessee Railroad, extending from Columbus to Cairo, was made under the joint direction of the Illinois Central Railroad, and this company. Two lines were run, the first leaving the main line four and a-half miles south of Columbus, and the other passing through the town. Other instrumental examinations are now being made, preparatory to making the final location. The early construction of this road is rendered important by the speedy construction of the Cairo and Vincennes Road, and the Short Line from Cairo to St. Louis. These roads will concentrate a large traffic at Cairo, which will force a Southern connection by rail, and the Mobile and Ohio Railroad should be the first to make it.

The completion of the New Orleans and Texas Railroad to New Orleans, gives this company the opportunity to compete for through Northern and Western business. Until the extension of the Mobile and Montgomery Road to this city, close connections were made with that road, and a large part of the through travel came by this route. On the completion of that road, however, the connections were broken, and travel has gone by other routes. This company must, therefore, decide upon relying entirely upon its local business, or to run a double daily passenger train, at a higher rate of speed than heretofore. The improved condition of the track will justify this, but

it will require five engines, three passenger and three additional baggage cars.

A careful review of the earnings and expenses since the war, shows a steady and gratifying increase in the former, and a great improvement in the condition of the company's property. The fact is now fully established if there ever was any doubt upon the subject that the local business is sufficient to pay the interest on its indebtedness, and to leave a margin for the purchase of additional rolling stock necessary to meet the increased business. Notwithstanding the very short crop of the past year, and the expenditure of \$138,608 for new cars, depots, &c., the loss of business from an extraordinary freshet and the cost of repairing the damage, the net earnings are more than sufficient to pay the interest on the bonded indebtedness.

CONDENSED BALANCE SHEET.

Cost of road and equipment.....	\$17,156,145 31
Gainesville Branch.....	147,016 19
Supplies on hand.....	595,384 26
Interest paid in 1871.....	752,205 72
Balance unclaimed of fund provided for payment of 1871 second mortgage coupons.....	49,090 84
Real estate.....	49,184 03
Due on Aberd-en Branch.....	21,901 11
Due from U. S. Qr. Mr. depart.....	148,181 07
Lownes Co., Miss., bonds on hand.....	9,000 00
Land Bureau—Amount in hands of Trustees for investment.....	63,250 04
Due from connecting roads and agents.....	59,984 43
Cash balances.....	142,324 40
	\$19,193,566 90
Capital stock.....	\$4,428,086 84
First mortgage bonds.....	9,548,540 00
Second mortgage bonds.....	1,164,134 07
Gainesville Branch bonds.....	53,000 00
Bills payable.....	890,193 22
Unclaimed pay-roll balance.....	24,083 96
Individual balances.....	12,310 89
Auditor's warrants outstanding...	254,904 87
Total sales donated lands (\$229,000 covered by cancelled 1st mort. bonds).....	298,193 24
Sales of station lots.....	7,530 06
Net earnings of 1871.....	845,280 82
Profit and loss.....	1,677,460 43
	\$19,193,566 90

President.—ABRAHAM MURDOCK.

Vice President.—CHARLES E. RUSHING.

Second Vice President.—JOHN J. WALKER.

Directors.—W. P. Halliday, Ills.; Thomas Brown, Ky.; A. S. Humphreys, C. E. Rushing, A. Murdoch, Miss.; James Crawford, W. D. Dunn, Charles Walsh, John Reid, Jr., John J. Walker, Francis B. Clark, Robert W. Smith, Ala.; Wm. Butler Duncan, New York.

Secretary & Treasurer.—A. L. WILLOUGHBY.

Chief Eng. & Gen'l Sup't.—L. J. FLEMING.

Louisville and Nashville R. R.

At a recent meeting of the stockholders of this company in Louisville, resolutions were adopted to extend the Lebanon branch to the state line. It was also resolved that the President and Directors be authorized to execute the bonds of this company for \$2,500,000, or £500,000 sterling and to execute a mortgage upon the Memphis, Clarksville and Louisville Railroad, provided, that so much of the proceeds of these mortgage bonds as may be necessary to complete the South and North Alabama Railroad shall be applied to that object.

Since the last annual meeting of the directors, the construction of the South and North Alabama road has been continued, and it is expected to have it finished some time in the month of September next, and under the contract with that company for the construction of the road, the

Louisville and Nashville Company will receive and hold about \$3,600,000 of eight per cent. gold mortgage bonds of said company, endorsed and guaranteed by the State of Alabama. It was resolved that the Louisville and Nashville Company endorse the bonds of the South and North Alabama Railroad Company, and negotiate the same; and that if the latter company should conclude to substitute other bonds of lower rate of interest, the Louisville and Nashville Company should accept the same.

Northern Pacific Railroad.

FAVORABLE REPORT ON THE NORTHERN PACIFIC RAILROAD.

WASHINGTON, June 11.

The Committee on Pacific Railroads of the House made a report yesterday upon the resolution of February 13, to investigate and report upon the actual condition of the Northern Pacific Railroad Company. The statement is voluminous, embracing all the evidence adduced before the committee. The following is a brief synopsis:

There are no charges of any kind whatsoever made against the management of the company, and in order to meet the suggestions made in any communications referred to the committee or any of its members, as well as all questions of a general character, the committee put interrogatories to the Company which were answered under oath. The range of the inquiries was designed to cover the actual condition of the Northern Pacific Railroad Company and to be exhaustive.

The evidence shows that the affairs of the company are in a sound and clean condition. Thus far the road has been constructed by contractors, to whom the work has been let after public competitive bidding. No director, officer or engineer of the company has been in any way pecuniarily interested in the construction contracts or the purchase of material or supplies.

The building of the road has progressed as rapidly as prudent financial management and the permanent interest of the road permitted. The work throughout is shown to be of the best quality. The iron is all of American manufacture, and from American ores.

There will be in operation at the end of this year five hundred and seventeen (517) miles of the main road. Surveys entirely across the continent have developed an excellent route with easy grades and through a country of much average fertility. In addition to the portion already completed there is now under construction and preparing for contract, east and west of the Rocky Mountains, ten hundred and thirty-one (1081) miles of track. Grading is in progress in Dakota and Washington Territories.

The company has examined, platted, appraised and prepared for market, 1,578,890 acres of its lands in Minnesota and Washington Territory, at a cost of one cent per acre, and of these lands applications are on file for the purchase of 140,204 acres.

The company's policy is to sell its lands cheap to actual settlers. The lands are held by trustees as security for bonds sold by the company, and no portion of the grant can be diverted from this purpose.

Four million two hundred and forty-one thousand six hundred dollars worth of capital stock has been issued, and is held by one hundred and seventy-four different shareholders, whose names are given.

The grading, masonry and bridging of the entire line of the Montpelier and Wells River Railroad will be completed, ready for the iron, by the middle of July, with the exception of the two bridges at Montpelier. The work of ironing the road will occupy about two months with a force of forty hands, working night and day. The road will be completed before the opening of the legislature next fall.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867.	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,560	212,109	128,166	75,871	1,470,653
1868.	64,463	86,937	81,396	96,481	106,835	184,729	259,590	251,832	282,770	29,422	236,562	342,743	2,360,767
1869.	212,604	218,982	291,308	485,048	568,270	556,080	532,657	511,854	609,788	579,642	535,366	467,659	5,670,882
1870.	413,104	394,176	488,332	633,758	783,720	729,274	783,100	807,816	787,154	828,447	777,513	533,692	7,995,116
1871.	536,499	485,490	614,447	720,929	592,341	705,176	849,297	1,006,373	995,922	981,036	897,324	672,358	9,437,07
1872.	634,450	646,487	863,050	951,200	1,221,625	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1865.	280,503	275,283	290,063	258,480	322,278	355,270	335,985	400,251	401,263	357,966	307,919	236,824	3,840,092
1866.	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867.	243,787	157,833	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,166	3,892,861
1868.	276,117	275,140	267,094	279,121	303,342	334,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869.	316,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506,623	468,212	397,515	340,851	4,681,563
1870.	281,109	316,087	342,897	348,039	408,686	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405	
1871.	333,235	342,369	384,099	388,964	461,290	466,097	533,655	564,163	507,617	473,227	455,607	377,687	5,278,910
1872.	372,316	329,170	378,021	381,544	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863.	273,876	317,839	390,356	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1864.	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1865.	523,566	399,917	523,845	537,519	588,948	926,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867.	666,147	574,664	765,598	774,280	895,712	893,658	888,214	1,003,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868.	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,570,479	1,570,067	1,107,084	1,001,987	13,381,471
1869.	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	13,355,487
1870.	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,403
1871.	655,428	602,182	774,944	787,641	1,094,101	952,899	851,346	1,099,337	1,281,574	1,047,318	1,000,235	842,012	10,997,868
Cleveland, G. C., C. and Indianapolis:													
1868.	242,205	236,160	242,509	236,436	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869.	204,112	180,840	239,522	247,661	241,450	259,408	253,397	341,783	320,025	293,615	271,555	242,621	3,095,965
1870.	203,069	226,897	244,182	244,046	202,169	274,021	249,355	319,012	317,887	338,239	319,573	284,156	3,273,719
1871.	270,204	273,751	315,149	295,460	281,491	288,775	314,550	360,759	374,671	338,723	340,625	317,773	3,765,343
1872.	327,533	318,626	354,766	366,960	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1864.	327,900	416,588	459,762	423,797	406,873	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1866.	571,536	628,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1867.	608,063	505,266	505,465	411,605	569,250	567,679	480,626	575,253	571,348	661,971	558,219	504,066	6,546,741
1868.	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,932
1869.	587,443	536,165	444,443	518,800	572,551	626,249	549,714	749,325	889,997	889,997	889,997	889,997	8,823,483
1870.	659,138	524,693	709,645	568,282	640,975	778,261	606,228	814,363	979,401	914,406	814,413	696,677	8,878,958
1871.	623,383	661,759	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,51	8,678,969
1872.	624,744	529,617	582,598	620,228	713,182	718,722	707,992	836,041	890,287	763,184	755,436	688,131	8,401,142
Marietta and Cincinnati:													
1866.	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867.	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868.	92,433	81,599	98,482	108,461	96,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,096
1869.	98,517	91,666	103,568	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	109,629	1,390,822
1870.	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	135,531	144,023	141,376	1,418,869
1871.	130,883	126,224	140,740	119,173	119,650	115,115	118,572	127,341	166,191	175,438	172,567	169,820	1,600,714
1872.	152,577	142,408	160,784	145,888	168,717	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1864.	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865.	306,324	279,137	344,228	327,241	401,456	365,663	329,105	413,501	476,661	490,694	447,970	328,870	4,520,550
1866.	282,439	265,796	337,158	343,737	365,196	323,083	324,986	359,646	429,161	439,640	414,604	308,669	4,260,116
1867.	304,096	288,661	375,210	362,783	333,952	284,977	313,021	392,993	464,778	606,296	412,934	330,373	4,371,03
1868.	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869.	384,120	320,636	386,527	411,514	403,646	366,623	329,960	353,569	473,546	490,772	448,419	474,164	4,744,164
1870.	337,992	329,128	384,431	412,030	406,283	363,187	326,891	378,880	459,970	511,447	453,573	387,527	4,755,958
1871.	418,755	442,665	441,685	470,703	480,847	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872.	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867.	319,763	240,755	261,143	316,266	401,900	369,356	365,412	360,565	751,738	1,101,771	775,616	438,323	5,683,608
1868.	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6,517,646
1869.	454,590	330,400	420,461	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,135	496,565	7,250,069
1870.	396,171	372,823	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	791,014	529,758	7,420,421
1871.	396,760	327,431	377,571	483,884	662,567	658,018	481,113	506,557	815,345	841,150	644,625	473,295	6,668,056
1872.	460,985	387,525	426,192	474,188	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1866.	210,329	266,466	300,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	8,311,077
1867.	250,223	239,139	313,914	271,527	290,916	304,463	349,286	344,700	350,348	372,618	412,553	284,319	3,793,006
1868.	267,541	326,109	326,238	271,424	283,130	253,926	247,2						

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

PASSENGER RAILROAD BOND.

Years ending.	Length equiv. single track, Horses and Dummies, Cars.	COMPANIES.		Cost of Road and Equipment.	Share Capital	Bonded Debt.	Indebtedness.	Earnings.	Value of Shares.	COMPANIES.		Amount out- standing.	Interest Rate.	Payable.	Market Price.		
		No.	No.							Gross.	Net.	Dividends on paid Capital.	Par.	Paid.	Market.		
Sept. 30, '70	7.25 94	14	Albany	156,100	110,300	40,000		\$87,061	22,598	5	100	100	100	100	100		
Sept. 30, '70	0.96	—	Albany st. Freight (B'ton). Mass.	47,765	75,000	—	1,136	2,654	557	100	100	100	100	100	100	100	
Oct. 31, '70	3.41 11	4	Allentown	30,118	30,500	—	12,733	1,886	—	100	100	100	100	100	100	100	
Dec. 31, '68	31.00 479	73	Baltimore City	—	—	—	480,046	6	100	100	25	—	—	—	—	—	
Sept. 30, '70	22.00 412	53	Bleeck, st. & F.F. (N.Y.C.) N.Y.	1,975,049	900,000	694,900	23,500	316,258	54,828	—	100	100	100	100	100	100	100
Sept. 30, '70	3.36	—	Boston and Chelsea	110,000	41,000	—	4,400	4,044	4	100	100	100	100	100	100	100	
Sept. 30, '70	2.75	—	Boston & West Roxbury. Mass.	—	—	—	—	—	—	—	—	—	—	—	—	—	
Sept. 30, '70	10.76 192	45	Broadway (Brooklyn).... N.Y.	315,320	200,000	100,000	8,782	150,876	26,878	12	100	100	100	100	100	100	100
Sept. 30, '70	16.00 798	112	B'way & 7th Av. (N.Y.C.) N.Y.	683,894	2,100,000	1,500,000	100,000	707,983	242,248	6	100	100	100	100	100	100	100
Sept. 30, '70	7.00	—	Brooklyn, Bath & Coney I.N.Y.	180,855	170,000	60,000	91	35,842	8,514	—	100	100	100	100	100	100	100
Sept. 30, '70	72.00 1412	297	Brooklyn City	—	—	—	2,032,878	1,500,000	300,000	156,350	1,334,984	115,633	12.0	100	100	100	100
Sept. 30, '70	24.33 211	49	B'klyn. City, Hun. P. & P.P.N.Y.	855,864	300,000	379,000	30,448	166,955	24,058	—	100	100	100	100	100	100	100
Sept. 30, '70	11.00 190	41	Brooklyn City & Newtown. N.Y.	600,000	600,400	—	24,048	150,922	23,658	—	100	100	100	100	100	100	100
Sept. 30, '70	6.00	—	B'klyn Flath & Coney Isl. N.Y.	106,000	180,000	100,000	(Open ed Oct. 1, 1870.)	100	100	100	100	100	100	100	100	100	100
Sept. 30, '70	24.09 190	39	Brooklyn and Jamaica	1,283,100	485,100	300,000	—	—	—	—	—	—	—	—	—	—	—
Sept. 30, '70	4.50	—	Brooklyn & Rockaway Bl. N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	—	100	100	100	100	100	100	100
Sept. 30, '70	15.21 182	52	Buffalo street.	415,121	73,000	341,464	14,327	164,023	19,466	—	100	100	100	100	100	100	100
Sept. 30, '70	7.50 89	20	Bushwick (Brooklyn).... N.Y.	319,171	302,000	52,000	1,938	124,372	36,910	7	100	100	100	100	100	100	100
Sept. 30, '70	27.43	—	Cambridge (Boston).... Mass.	734,771	272,800	150,000	74	—	—	—	—	—	—	—	—	—	—
Sept. 30, '70	3.26 20	4	Central City (Syracuse).... N.Y.	29,334	21,130	6,000	—	18,738	5,035	10	100	100	100	100	100	100	100
Sept. 30, '70	36.00 761	141	Cen. P. & N. & E.R. (N.Y.C.) N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485	—	100	100	100	100	100	100	100
Oct. 31, '70	7.25 250	50	Citizens' (10th & 11th st.) (Ph.) Pa.	207,264	192,750	—	—	251,775	76,780	36.3	50	19	—	—	—	—	—
Oct. 31, '70	9.06 152	34	Citizens' (Pittsburgh).... Pa.	244,855	184,000	50,000	7,700	155,156	42,598	16.3	50	44	—	—	—	—	—
Sept. 30, '70	14.83 210	18	Coney Island (Brooklyn).... N.Y.	647,363	500,000	214,000	39,238	147,609	17,414	—	100	100	100	100	100	100	100
Sept. 30, '70	22.79 819	109	Dry Dock, E.B. & B. (N.Y.C.) N.Y.	909,871	2,100,000	700,000	30,000	709,274	124,300	8	100	100	100	100	100	100	100
Sept. 30, '70	3.50 12	4	Dunkirk and Fredonia	11,741	42,851	34,825	—	8,544	4,106	7	100	100	100	100	100	100	100
Sept. 30, '70	11.76	—	East New York & Jamaica N.Y.	267,698	171,700	82,700	1,619	27,701	4,241	—	100	100	100	100	100	100	100
Oct. 31, '70	1.63 12	3	Easton and S. Easton	25,230	29,562	—	—	9,799	2,577	5.0	25	20	—	—	—	—	—
Sept. 30, '70	18.00 807	161	Eighth Avenue (N.Y.C.) N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	100	100	100	100	100
Dec. 31, '70	6.00	—	Elizabeth & Newark	224,749	206,000	—	24,738	34,966	11,128	5.5	100	100	100	100	100	100	100
Oct. 31, '70	2.27 19	19	Erie City	32,291	19,807	2,296	—	16,143	—	—	50	9	—	—	—	—	—
Sept. 30, '70	2.70 20	4	Fifth Ward (Syracuse).... N.Y.	44,763	29,335	10,000	—	12,327	2,185	—	100	100	100	100	100	100	100
Sept. 30, '70	9.63 232	54	42d st. & Gr'd st. F.N.Y.C.) N.Y.	1,052,479	748,000	215,000	30,000	384,800	98,276	10.0	100	100	100	100	100	100	100
Oct. 31, '70	17.04 301	45	Frankford & Southwark (Ph.) Pa.	786,242	491,750	187,500	—	329,065	36,039	6.0	50	49	45	—	—	—	—
Sept. 30, '70	3.25 26	6	Genesee & Water st. (Syr.) N.Y.	59,364	42,500	12,700	—	13,508	1,139	—	100	100	100	100	100	100	100
Nov. 31, '70	34.25 300	60	Germantown (Phila).... Pa.	562,270	307,545	350,000	—	356,759	102,350	19.5	50	38	—	—	—	—	—
Oct. 31, '70	5.40 155	25	Girard College (Phila).... Pa.	174,657	170,000	—	—	161,005	37,085	6.0	50	17	44	—	—	—	—
Sept. 30, '70	2.00 59	15	Gr'd st. & Newtown (B'k'n) N.Y.	270,000	170,000	90,000	—	89,627	8,196	2	100	100	100	100	100	100	100
Dec. 31, '70	7.25 200	42	Green and Coates (Phila).... Pa.	243,615	150,000	100,000	—	180,211	32,244	6.0	50	47	—	—	—	—	—
Sept. 30, '70	10.00 110	12	Harlem Br. Morr. & F'dham. N.Y.	260,682	114,010	134,000	4,000	74,945	7,894	—	100	100	100	100	100	100	100
Oct. 31, '70	2.14 11	4	Harrisburg City	60,249	41,935	12,834	1,240	5,997	2	—	25	24	—	—	—	—	—
Oct. 31, '70	14.10 333	56	Hest., Maint. & F'mount (Ph.) Pa.	471,248	306,386	161,400	1,000	262,890	49,315	6.5	50	7	20	—	—	—	—
Sept. 30, '70	3.50 27	9	Kingston and Rondout	79,833	55,000	—	—	22,120	3,252	—	100	100	100	100	100	100	100
Oct. 31, '70	5.20 116	17	Lombard and South st. (Ph.) Pa.	168,555	105,000	62,500	—	100,785	9,201	—	25	10	30	—	—	—	—
Sept. 30, '70	3.82 50	9	Lowell Horse	49,180	55,830	—	—	26,181	2,431	—	100	100	100	100	100	100	100
Sept. 30, '70	11.75 239	35	Lynn and Boston	276,221	200,000	50,000	51,137	136,719	Loss	—	100	100	100	100	100	100	100
Sept. 30, '70	3.41 341	—	Malden and Melrose (Bin.) Mass.	60,246	200,000	45,872	46,454	14,740	Loss	—	100	100	100	100	100	100	100
Sept. 30, '70	0.91	—	Marginal Freight (Boston) Mass.	191,834	191,500	—	—	46,454	1,144	—	100	100	100	100	100	100	100
Sept. 30, '70	3.07	43	Medford & Charlest. (Bin.) Mass.	36,000	21,000	4,000	—	1,174	2,375	—	100	100	100	100	100	100	100
Sept. 30, '70	4.88	43	Merrimac Valley	42,200	50,000	—	—	42,205	6,185	5.0	100	100	100	100	100	100	100
Sept. 30, '70	33.65 910	170	Metropolitan (Boston).... Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	72	—	—	—	—
Sept. 30, '70	7.29 247	49	Middlesex (Boston).... Mass.	530,367	400,000	100,000	81,557	172,240	12,419	—	100	100	100	86	—	—	—
Dec. 31, '70	3.40	—	Newark and Irvington	50,806	30,000	15,000	2,402	31,807	2,902	—	100	100	100	100	100	100	100
Sept. 30, '70	12.20 180	53	Ninth Avenue (N.Y. City) N.Y.	475,598	797,320	167,000	—	124,733	3,330	—	100	100	100	100	100	100	100
Sept. 30, '70	3.22 18	5	North Northampton & Wmbrg. Mass.	300,000	300,000	—	—	3,853	9,395	—	100	100	100	100	100	100	100
Sept. 30, '70	2.16 216	8	North Woburn (Boston).... Mass.	24,612	25,000	8,000	3,193	1,920	1,920	—	100	100	100	100	100	100	100
Oct. 31, '70	7.50 100	82	Oakland & E. Liberty (Ph.) Pa.	121,097	55,500	17,000	50,103	55,955	55,500	5	50	50	50	50	50	50	50
Dec																	

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	\$6,067,800	J. & J.	Jan. '72 24	Little Miami* 100	\$5,871,450	J. A. J.O.	Apr. '72 2	Warren (N. J.) 100	\$1,800,000	J. & D.	Dec. '71 3
Allegheny Valley 50	2,266,350	& -		Little Schuylkill* 100	\$2,646,100	J. & J.	Jan. '72 24	Warwick Valley 100	225,000	A. & O.	Apr. '72 2
Atlanta and West Point 100	1,232,200	J. & J.	July '71 4	Long Island 100	\$3,000,000	M. & S.	Sept. '71 3	West Jersey 100	1,208,000	F. & A.	Feb. '72 4
Atlanta and Gulf 100	3,691,000	& -		Louisv. Clin. and Lex* 100	1,623,483	J. & J.	July '69 3	Winchester & Potomac* 100	180,000	J. & J.	Jan. '72 3
" " pref. 100	821,664	J. & J.	July '71 34	" " pref. 100	848,700	J. & J.	Jan. '72 24	Winchester & Strasburg* 100	500,000	J. & J.	Jan. '72 3
Atlantic and St. Law* 100	2,494,250	M. & S.	Sept. '71 2	Louisville & Nashville 100	8,680,912	F. & A.	Feb. '72 4	Worcester and Nashua 75	1,400,555	J. & J.	Jan. '72 5
" " new 1870 100	1,600,000	& -		Louisv., N. Alb. & Ohi. 100	3,000,000	J. & D.	Dec. '70 3	HORSE-POWER R. R.			
Avon, Genesee & Mt. M* 100	194,250	A. & O.	Apr. '72 14	Lowell and Lawrence 100	200,000	A. & O.	Apr. '71 3	Albany City 100	110,800	& -	
Baltimore and Ohio 100	18,151,962	M. & N.	May '72 5	Lykens Valley 200	600,000	F. M. A. N.	May '72 24	Baltimore City 100	803,000	J. & J.	Jan. '72 1
Washington Br. 100	1,656,000	A. & O.	Apr. '72 14	Macon and Western 100	2,500,000	J. & D.	Dec. '71 5	Bleekerst. & F. Ry. (N.Y.) 100	900,000	& -	
Parkersburg Br. pref. 60	6,680,636	& -		Maine Central 100	3,400,500	& -		Boston and Chelsea 100	110,000	A. & O.	Apr. '72 4
Berkshire* 100	600,000	J. A. J.O.	Apr. '72 14	Marietta & Cincinnati 50	1,372,891	J. & J.	May '72 5	Broadway (Brooklyn) 100	200,000	J. A. J.O.	Apr. '72 8
Blossburg and Corning* 50	250,000	J. & D.	Dec. '71 24	" 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s	Brooklyn City & Newt. 100	1,500,000	F. M. A. N.	Nov. '71 3
Boston and Albany 100	19,684,100	M. & N.	May '72 5	" 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s	Brooklyn and Jamaica 100	488,100	J. & J.	July '70
Bos. Clin. & Fitchb. pref. 100	633,200	& -		Massissippi* 100	400,000	F. & A.	Feb. '72 2	Bushwick (Brooklyn) 100	302,000	A. & O.	Apr. '72 4
" Agricultural Br. guar. 60	60,000	J. & J.	July '71 3	Memphis & Charlevoix* 25	5,312,725	J. & D.	Jan. '69 3	Cambridge 100	727,800	A. & O.	Apr. '72 4
Bost. Econ. & Mont. pref. 100	800,000	M. & N.	May '72 3	Michigan Central 100	14,665,848	J. & J.	Dec. '71 5	Cen. Park. N. & E. Riv. 100	1,068,400	A. & O.	Oct. '67 2
Boston and Lowell 500	2,216,000	J. & J.	Jan. '72 4	Mill Creek & Minehill* 50	323,375	J. & J.	Dec. '70 7s	Citizens' (Pbg.) 50	500,000	J. & J.	Jan. '72 7
Boston and Maine 100	5,000,000	M. & N.	May '72 5	Milwaukee and St. Paul. 100	11,822,378	J. & J.	Feb. '72 7	Jonesy Island & brookl. 100	200,000	M. & N.	Nov. '71 7
Boston and Providence 100	3,950,000	M. & N.	May '72 5	" " pref. 100	10,825,103	January		D. Dock, E. B'dw. & Bat. 100	1,200,000	F. M. A. N.	Nov. '71 2
Buffalo, N. Y. and Erie* 100	360,000	J. & D.	Dec. '71 24	M. Hill & Sonn. H. 50	3,856,450	J. & J.	Jan. '72 4	D. J. A. (N.Y.) 100	1,000,000	J. A. J.O.	Oct. '71 3
Burlington and Mo. Riv. 100	1,380,000	J. & J.	Jan. '72 4	Morris and Es. e. 50	11,900,950	J. & D.	Dec. '71 24	Elizabeth and Newark 100	200,000	& -	
Camden and Amboy* 100	1,683,400	J. & J.	Jan. '72 4	Nashua and Lowell 100	800,000	M. & N.	May '72 5	Frankl. & Southw. (Ph.) 50	491,750	J. & J.	Jan. '72 3
Camden and Atlantic 50	587,800	J. A. J.O.	Apr. '72 24	Naugatuck 100	1,864,400	F. & A.	Feb. '72 4	Germantown (Ph.) 50	1,000,000	J. & J.	July '71 3
" " pref. 50	377,100	& -		Nequashen Valley* 50	5,000,000	M. & S.	May '72 5	Grand St. and Newton 100	170,000	J. & J.	July '71 2
Cape Cod 100	752,700	& -		Newark and N. York* 100	977,400	J. & J.	Jan. '72 3	Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '72 4
Cape May and Millville* 50	915,57	J. & J.	Jan. '72 24	North Bedford & Taunton 100	500,000	M. & N.	May '72 4	Heston, Mantua & Fairm. 100	2,050,000	J. & J.	Jan. '72 1
Catasauqua & Fogelsv. 50	447,000	J. & J.	Dec. '71 3	N. Castle & Beaver Val. 100	1,800,000	J. & J.	Aug. '69 12	Lomb. & South Sta. (Ph.) 25	105,000	A. & O.	Oct. '71 6
Catasauqua* 50	420,900	Novemb.		N. Haven & Northamp. 100	605,000	J. A. J.O.	Apr. '72 24	Lynn and Boston 100	200,000	& -	
Cayuga and Susq* 50	1,169,500	& -		New Jersey* 100	1,295,200	J. A. J.O.	Apr. '72 24	Middlesex (Boston) 100	400,000	A. & O.	Apr. '72 3
Cayuga and Susq. 50	2,200,000	M. & N.	May '72 3	New London Northern* 100	1,003,500	J. & J.	Jan. '72 4	Ninth Avenue (N. Y.) 100	197,320	& -	
Cedar Rapids & Mo. R.* 100	686,400	M. & N.	May '72 14	" " Certif. 100	44,428,330	A. & O.	Apr. '72 4	Philadelphia C'ty 60	750,000	J. & J.	July '71 3
" " pref. 100	679,000	M. & N.	May '72 24	North Bedford & Taunton 100	1,500,000	J. & J.	Jan. '72 3	Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Central of Georgia 100	4,000,830	J. & D.	Dec. '71 5	N. Y. Provid. & Boston 100	2,000,000	J. A. O. J.	Apr. '72 24	Philadelphia and Grey's Ferry 50	284,775	J. & J.	Jan. '72 3
Central of New Jersey 100	15,000,000	J. A. J.O.	Apr. '72 24	N. Y. Provid. & Canand* 100	4,000,000	J. & J.	July '72 5	Phil. Alleg. & Manchester 50	200,000	M. & N.	Nov. '68 8
Central Ohio* 50	2,425,000	J. & D.	June '72 3	North Carolina* 100	4,000,000	irregular		Second & Third St. (Ph.) 60	888,100	J. A. J.O.	July '71 2
" " pref. 50	400,100	J. & D.	June '72 3	N. Eastern (N. C.) pref. 100	111,000	M. & N.	May '72 4	Second & Third St. (Ph.) 60	962,100	J. & J.	Jan. '72 5
Chemung* 100	380,000	J. A. J.O.	Apr. '72 14	North Pennsylvania 50	3,150,100	January		17th & 19th streets (Ph.) 50	600,000	J. & J.	July '71 2
Cheshire, preferred 100	2,100,000	J. & J.	Jan. '72 2	Northern Central 50	5,000,000	M. & N.	May '72 3	Sixth Avenue (N. Y.) 100	1,170,000	F. M. A. N.	Aug. '71 4
Chicago and Alton 100	8,925,500	M. & S.	Mar. '72 5	Northern New Hampshire 100	1,068,400	J. & J.	June '72 4	Third Avenue (N. Y.) 100	1,000,000	J. & J.	July '71 2
" " pref. 100	422,420	M. & S.	Mar. '72 5	Norwich and Worcester* 100	1,000,000	J. & J.	Jan. '72 4	13th & 15th street (Ph.) 50	75,000	M. & N.	May '72 3
Chicago, Bur. & Quincy 100	20,000,000	M. & S.	Mar. '72 5	North Western 50	1,200,000	J. & J.	June '72 4	Somerville (Boston) 100	75,000	J. & J.	July '71 2
Chicago, Iowa & Nebraska* 50	8,916,300	J. & J.	Mar. '72 5	Ohio and Mississippi 100	19,995,847	J. & D.	June '72 4	South Boston 100	400,000	J. A. J.O.	Apr. '72 2
Chicago, N. Western* 100	14,720,565	J. & J.	Mar. '72 5	" " pref. 100	4,024,474	F. & A.	June '72 4	Union (Boston) 100	200,000	M. & N.	Nov. '71 4
" " pref. 100	20,415,018	J. & J.	Mar. '72 5	Oil Cr. & Allegheny R. 50	2,256,450	J. A. J.O.	Apr. '72 24	West Philadelphia 100	400,000	F. & A.	Apr. '72 3
Chicago, R. L. & Pacific 100	19,000,000	M. & S.	Apr. '72 4	Old Colony & Newv. ort. 100	4,959,020	J. & J.	Jan. '72 3	CANALS.			
Cin. Ham. & Dayton* 50	3,560,000	A. & O.	Apr. '72 4	Oswego and Syracuse* 100	4,262,400	F. & A.	June '72 3	Chesapeake & Delaware 50	1,983,563	J. & D.	June '72 3
Cin. Sand. and Cleav.* 50	2,967,830	A. & O.	Apr. '72 4	Panama 100	3,835,500	J. A. J.O.	Jan. '72 3	Chesapeake and Ohio 25	8,229,594	F. & A.	Feb. '72 4
" " pref. 50	428,648	M. & N.	May '72 3	Panerton and Hudson* 100	6,000,000	J. & J.	Jan. '72 3	Delaware Division 50	1,833,350	F. & A.	Feb. '72 5
Clev. Ool. Cin. & Ind. 100	3,914,000	F. & A.	Feb. '72 3	Patterson and Hudson* 100	2,400,000	J. & J.	Jan. '72 3	Delaware and Hudson 100	1,000,000	F. & A.	Apr. '72 4
Cleveland & Mahoning* 50	2,067,559	M. & N.	May '72 3	Philadelphia and Erie* 50	5,000,000	J. & J.	Jan. '72 3	Delaware and Raritan* 100	5,847,400	J. A. J.O.	Apr. '72 4
Cleveland & Pittsburgh* 50	7,494,585	F. M. A. N.	May '72 24	Pittsfield & N. Adams 100	4,100,000	J. & J.	Jan. '72 3	Eric of Pennsylvania* 50	64,000	F. & A.	Feb. '72 5
Cleve. Col. & Ind. Cen.* 100	18,000,000	J. A. J.O.	Jan. '72 24	Portland and Kennebec 100	3,242,150	J. & J.	Jan. '72 3	Lehigh Coal & Navigat. 50	8,739,800	M. & N.	May '67 3
Columbus and Xenia* 5	1,785,800	M. J. S. D.	Mar. '72 2	Providence & Worcester 100	1,500,000	J. & J.	Jan. '72 3	Monongah. Navigat. 50	1,003,500	J. & J.	July '71 5
Columbus & Hocking Val. 100	848,964	J. & J.	May '72 3	Panama 100	7,000,000	J. A. J.O.	July '72 2	Morris (consolidated) 100	1,026,000	F. & A.	Feb. '72 2
Concord and Forts.* 100	1,508,000	M. & N.	May '72 5	Panerton and Hudson* 100	630,000	J. & J.	Jan. '72 3	" (preferred) 100	1,175,000	F. & A.	Feb. '72 5
Conn. & Passn p. Kiv. 100	2,084,000	F. & A.	Feb. '72 3	Pattab. Ft. W. & Chi.* 100	9,500,000	J. & J.	July '72 4	Pennsylvania 50	4,237,950	F. & A.	Feb. '72 4
Connecticut Kiv. 100	1,700,000	J. & J.	Jan. '72 5	Pattab. Ft. W. & Chi.* 100	2,640,000	J. & J.	July '72 4	Schuy. Nav. (common)* 50	1,908,207	F. & A.	Feb. '72 5
Cooperstown and Susq. 100	307,283	& -		Pattab. Ft. W. & Chi.* 100	1,626,250	M. J. S. D.	June '72 3	" (ref.) 50	2,888,971	F. & A.	Feb. '72 50c
Cumberland & Peebles 100	1,325,000	A. & O.	Oct. '71 4	Pattab. Ft. W. & Chi.* 100	2,000,000	J. A. J.O.	July '72 3	Susq. and Tide Water 50	2,002,746	F. & A.	Feb. '72 4
Danbury and Newr. 100	400,000	M. J. S. D.	Dec. '71 4	Pattab. Ft. W. & Chi.* 100	1,250,100	J. & J.	Jan. '72 3	Union 50	2,907,850	F. & A.	Feb. '72 4
Del. Lackaw. & Westn. 100	1,230,941	J. & J.	Jan. '72 3	Pattab. Ft. W. & Chi.* 100	1,200,000	J. & J.	Jan. '72 3	W. Branch and Susq. 50	1,100,000	J. & J.	Jan. '65 -
Detroit & Milwaukee* 5	18,000,000	J. A. O. J.	Apr. '72 24	Pattab. Ft. W. & Chi.* 100	1,200,000	J. & J.	Jan. '72 3	MISCELLANEOUS.			
" " pref. 50	2,095,000	F. & A.	Feb. '72 4	Pattab. Ft. W. & Chi.* 100	1,200,000	J. & J.	Jan. '72 3	Adams Express 100	10,000,000	M. J. S. D.	June '72 2
Dubuque & Sioux City* 100	5,000,000	J. & J.	July '72 2	Pattab. Ft. W. & Chi.* 100	1,200,000	J. & J.	Jan. '72 3	American Coal 25	1,600,000	M. & S.	Mar. '72 3
East Mahanoy* 50	302,950	J. & J.	Jan. '72 4	Pattab. Ft. W. & Chi.* 100	1,200,000	J. & J.	Jan. '72 3	Am. Merch. Union Exp. 100	18,000,000	J. & J.	Jan. '72 3
Eastern (N. H.) 100	4,062,600	J. & J.	July '71 4	Pattab. Ft. W. & Chi.* 100	1,200,000	J. & J.	Jan. '72 3	Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Eastern, Jef. & Canand* 100	500,000	F. & A.	Feb. '72 24	Pattab. Ft. W. & Chi.* 100	1,200,000	J. & J.	Jan. '72 3	Atlantic Mail Steamship 100	4,000,000	M. J. S. D.	Dec. '67 2
Eastern & Williamsport* 50	500,000	M. & N.	May '72 24	Pattab. Ft. W. & Chi.* 100	1,200,000	J. & J					

NATIONAL AND STATE SECURITIES.

	Interest.	Amounts outstanding.	Rate.	Payable.	When Payable.	Market Price.		Interest.	Amounts outstanding.	Rate.	Payable.	When Payable.	Market Price.
National Securities June 1, 1872.													
Loan of June 14, 1858.....	registered	\$6,045,000	5	Jan. & July.	1874	109 $\frac{1}{2}$			20,131	5	J. A. J. & O.	1890	...
..... coupon		13,956,000	5	"	1874	110			3,651,396	5	"	1883	106
Loan of February 8, 1861.....	registered	13,737,000	6	Jan. & July.	1880	114 $\frac{1}{2}$			100,000	6	"	1873	...
Oregon War Bonds of March 2, 1861.....	coupon	945,000	6	"	1880	120			224,000	5	Jan. & July.	1874	...
Loan of July 1, and Aug. 3, 1861.....	registered	125,253,000	6	Jan. & July.	1881	109 $\frac{1}{2}$			275,000	5	April & Oct.	1873	...
..... coupon		64,067,950	6	"	1881	114 $\frac{1}{2}$			320,000	5	May & Nov.	1873	98
Loan of Feb. 25, 1862 (5-20s).....	registered	34,184,200	6	May & Nov.	1882	115			133,000	6	June & Dec.	1872	107
..... coupon		212,509,300	6	"	1882	115			8,000,000	6	Jan. & July.	1871	70
Loan of March 3, 1863.....	registered	53,414,050	6	Jan. & July.	1881	114 $\frac{1}{2}$			600,000	5	"	1877	...
..... coupon		21,585,950	6	"	1881	120			88,000	5	"	1883	...
Loan of March 3, 1864 (5-20s).....	registered	2,379,500	6	May & Nov.	1882	115			200,000	5	"	1883	98
Loan of June 30, 1864 (5-20s).....	registered	34,791,400	6	May & Nov.	1884	114 $\frac{1}{2}$			4,279,500	5	May & Nov.	1894	99
..... coupon		39,012,260	6	"	1884	115			4,000,744	5	"	1894	...
Loan of March 3, 1865 (5-20s).....	registered	39,629,000	6	May & Nov.	1885	113 $\frac{1}{2}$			3,505,000	5	Mar. & Sept.	1896	100
..... 2d series (5-20s).....	registered	62,622,600	6	Jan. & July.	1885	113			761,818	5	April & Oct.	1871	...
..... (5-20s).....	coupon	161,869,450	6	"	1885	115			8,506,580	5	"	1889	97
..... 3d series (5-20s).....	registered	92,461,900	6	Jan. & July.	1887	112 $\frac{1}{2}$			966,500	5	"	1891	97
..... (5-20s).....	coupon	22,309,700	6	"	1887	117			200,000	5	Jan. & July.	1871	...
..... 4th series (5-20s).....	registered	13,305,500	6	Jan. & July.	1888	114 $\frac{1}{2}$			400,000	5	"	1877	...
..... (5-20s).....	coupon	25,968,750	6	"	1888	117			4,279,500	5	"	1880	...
Loan of March 3, 1864 (10-40s).....	registered	18,438,350	5	Mar. & Sept.	1904	111			1,806,000	5	"	1878	...
..... (10-40s).....	coupon	56,131,950	5	"	1904	112 $\frac{1}{2}$			1,621,000	5	"	1878	...
Consols of July 14, '70 & Jan. 20, '71.....	registered	123,404,050	5	F. M. A. & N.	1881	113 $\frac{1}{2}$			478,000	7	May & Nov.	1890	...
..... coupon		76,595,950	5	"	1881	113 $\frac{1}{2}$			86,000	6	Jan. & July.	1879	100
Consols.....	registered	.....	4 $\frac{1}{2}$	F. M. A. & N.	1886	.....			250,000	7	May & Nov.	1872	...
..... coupon		.....	4 $\frac{1}{2}$	F. M. A. & N.	1901	.....			100,000	7	May & Nov.	1883	...
Consols.....	registered	.....	4 $\frac{1}{2}$	F. M. A. & N.	1901	.....			2,275,000	7	May & Nov.	1883	...
Dem. Cer. of Mar. 2, '67, and July 25, '68 (cur.)	12,085,000	3	.....	.....	.....	.....			2,000,000	6	Jan. & July.	1871	...
Navy Pension Fund of July 23, 1868..... (cur.)	14,000,000	3	.....	.....	.....	.....			438,000	6	Jan. & July.	1883	...
Certificates of Indebtedness 1870..... (cur.)	678,900	4	.....	.....	.....	.....			12,727,000	6	Jan. & July.	1888	...
Pacific R. R. Bonds..... (currency)	64,623,512	6	Jan. & July.	1886	114 $\frac{1}{2}$	95-99			18,112,000	6	May & Nov.	1876	97
U. S. Notes and Fractional Currency.....	392,901,064	mf.	.....	.....	.....	.....			1,589,000	7	May & Nov.	1876	79
.....									3,000,000	6	May & Nov.	1878	94
State Securities, latest dates.													
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	65				500,000	15	Jan. & July.	1872	...
..... (extended).....	2,414,800	5	"	1883-86					899,200	6	Jan. & July.	1878	...
..... (sterling).....	688,000	6	June 1.	1870					600,000	6	Mar. & Sept.	1889	100
..... (5-10s).....	82,500	6	Jan. & July.	1886					1,296,900	6	April & Oct.	1871	98
..... (5-10s).....	1,316,700	5	"	1886					1,002,900	6	Jan. & July.	1874	...
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	57				593,400	6	"	1869-96	105
..... (Ald R. R's).....	3,000,000	7	April & Oct.	1900					1,478,900	7	"	1877	108
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	112				21,089,000	7	J. A. J. & O.	1878	...
.....	1860	7	"	1880					1,910,082	6	pleas.	1878	...
..... Relief Fund Bonds of 1863	424,500	7	"	1883					800,000	5	"	1878	...
..... Bounty Fund Bonds of 1864	805,000	7	"	1884					348,000	5	"	1878	101
..... Central Pacific R. R. Loan of 1865	1,500,000	7	"	1885					900,000	5	"	1876	...
Connecticut—War Bonds, of 1861, (10-20s).....	5,927,000	6	Jan. & July.	1881-82	100 $\frac{1}{2}$				2,257,900	6	J. A. J. & O.	1872	106
..... of 1863, (20s).....		6	April & Oct.	1884	101				5,150,100	6	1873	104	
..... of 1864, (10-20s).....		6	"	1885					2,099,000	6	1874	106	
..... of 1865, (20s).....		6	"	1886					473,000	6	1875	105	
Florida—State Bonds 1868.....	867,500	6	Various.	1898					880,000	6	1877	106	
..... 1869	300,000	6	Jan. & July.	1898					1,106,420	5	1874	...	
..... Railroad Loans \$16,000 per mile.	200,000	6	"	1899					4,738,800	6	Jan. & July.	1871	91
Georgia—W. & At. R. R. 1841 to 1844.....	1,023,000	6	Various.	1871-74					3,639,400	6	April & Oct.	1871	32
.....	273,000	7	Various.	1872-74	87 $\frac{1}{2}$				2,826,000	6	Jan. & July.	1872	21
.....	800,000	6	Feb. & Aug.	1876-88	83				1,284,317	6	Jan. & July.	1870	101
.....	8,700,000	7	Jan. & July.	1886					1,600,000	6	Jan. & July.	1875	...
Illinois—Interest Bonds of 1847.....	980,998	6	"	1877	100 $\frac{1}{2}$				4,056,309	6	May & Nov.	1871	103
..... Stock of 1857	134,311	6	"	1877	104				386,975	6	May & Nov.	1871	...
..... Refunded Stock Bonds.....	348,000	6	"	1877	104				1,76,166	7	Feb. & Aug.	1872	96
..... Normal University Bonds.....	45,000	6	"	1879					92,850	6	Jan. & July.	1872	97
..... Thornton Loan Bonds.....	103,000	6	Mar. & Sept.	1879					4,731,300	6	Jan. & July.	1873	...
..... War Loan Bonds.....	418,800	6	Jan. & July.	1879					90,400	5	Jan. & July.	1877	98
Indiana—State Bonds.....	.....	5	"	1886					7,890,550	5	Jan. & July.	1877	103
..... War Loan Bonds.....	204,000	5	May & Nov.	1888					1,237,050	6	Jan. & July.	1882	90
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881					1,12,000	4	April & Oct.	1879	...
Kansas—State Bonds.....	100,075	6	"	1881					1,76,000	6	Feb. & Aug.	1871	107
..... military	1,059,500	7	"	1881					1,284,317	6	Jan. & July.	1870	101
Kentucky—State Bonds of 1841-42.....	913,000	6	April & Oct.	1871-72	99 $\frac{1}{2}$				1,600,000	6	Jan. & July.	1875	...
..... of 1843	160,000	5	"	1873					4,056,309	6	May & Nov.	1871	103
..... military	308,300	6	Various.	1895					386,975	6	May & Nov.	1871	...
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1879					176,166	7	Feb. & Aug.	1872	97
..... State Bonds, general	750,000	6	Jan. & July.	1893	60				92,850	6	Jan. & July.	1872	97
..... Railroad Bonds.....	561,000	5	Various.	1870-79	79				4,731,300	6	Jan. & July.	1873	...
..... Levee Bonds 1865.....	2,052,000	6	Various.	1886	69				70,000	5	April & Oct.	1879	...
..... 1867	4,000,000	5	May & Nov.	1907	67				2,769,250	6	Feb. & Aug.	1871	107
..... 1870	5,000,000	8	Mar. & Sept.	1878	77				384,000	6	Jan. & July.	1882	101
..... Funded coupons 1866	997,300	6	Jan. & July.	1910	81 $\frac{1}{2}$				8,877,000	5	Feb. & Aug.	1875	...
..... Funded Floating Debt.....	3,000,000	6	May & Nov.	1899	73				112,000	4	Jan. & July.	1882	104
..... Ship Canal Bonds of 1869.....	474,000	7	Mar. & Sept.	1899					1,100,000	6	Mar. & Sept.	1882	...
..... Penitentiary Bonds of 1869.....	500,000	7	"	1909					238,000	6	Jan. & July.	1883	...
..... N. La. & Tex. R. R. Bonds of 1869.....	548,000	8	April & Oct.	1909	92 $\frac{1}{2}$				841,000	6	Feb. & Aug.	1894	...
..... State Bonds.....	301,000	6	Various.	1871-78					484,445	5	Jan. & July.	1880	...
..... War Loan of April 25, 1861.....	800,000	6	"	1890					970,000	6	"	1874	52
..... of Jan. 31, 1863..... (cur.)	525,000	6	Mar. & Sept.	1883	160				1,567,738	6	"	1874	...
..... of Mar. 26, 1863..... (cur.)	475,000	6	Feb. & Aug.	1883					1,431,700	6	"	1874	...
..... of May 18, 1864..... (cur.)													

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	Price.
Adirondack:												
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1880	....	Buffalo, Corry and Pittsburg:					
Alabama and Chattanooga:							1st Mortgage (B., C. & P. of Pa.)	\$100,000	7	Jan. & July.	New York.	1886
1st Mortgage, guar. by Ala. gold	16,000pm	8	Jan. & July.	New York.	1880	....	1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	" " "	" "	1886
2d Mortgage.....	9,000pm	8	" "	"	1880	....	Buffalo, New York and Erie:					
Alabama and Georgia:							1st Mortgage.....	2,000,000	7	June & Dec.	New York	1877
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	2d Mortgage.....	380,000	7	May & Nov.	" "	1872
Albany and Susq. (D. & H. Canal):							Burlington, Cedar Rapids & Minn.:					
1st Mortgage, 1863.....	1,000,000	7	Jan. & July.	New York.	1888	103	1st Mortgage conv. & skg Pd. gold	20,000pm	7*	May & Nov.	New York.	1919
2d Mortgage, 1863.....	2,000,000	7	April & Oct.	" "	1885	98	Burlington and Missouri River:					
3d Mortgage, 1869.....	175,000	7	May & Nov.	" "	1881	....	Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875
Albany City Loan, 1865.....	1,000,000	6	" "	"	1895	....	Stock Bonds " "	1,999,350	8	" " "	" "	1878
Allegheny Valley:							Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	" "	1879
1st General Mortgage, 1868.....	4,000,000	7.8	Jan. & July.	New York.	1896	98	Stock Bonds " "	1,246,800	8	Jan. & July.	" "	1889
1st Mortgage, Eastern Extension	45,000	7	....	....	....	....	1st Mort. (Branch) bonds.....	900,000	8	" " "	" "	1894
Special Bonds to State of Penn.	3,500,000	5	....	....	....	....	1st Mortgage land grant inconv.	5,000,020	7	April & Oct.	New York.	1893
American Central (C. B. & Q.):							Burlington & Mo. Riv. in Neb.:					
1st Mortgage, traffic guar. 1868..	800,000	8	Jan. & July.	New York.	1878	....	1st Mort. for \$5,000,000, convn.	3,360,000	8	Jan. & July.	Boston.	1894
Androscoggin:							Burlington & Mo. Riv. in Neb.:					
1st Mortgage (Bath Loan).....	426,000	6*	April & Oct.	Portland.	1890	....	1st Mort. for \$5,000,000, convn.	3,360,000	8	Jan. & July.	Boston.	1894
Andros & Kermebee (Maine C.):							Burlington & Mo. Riv. in Neb.:					
1st Mortgage 1860 and 1861.....	1,100,000	6*	Feb. & Aug.	Boston.	1900	98	1st Mort. for \$5,000,000, convn.	3,360,000	8	Jan. & July.	Boston.	1894
Atchison, Topeka and Santa Fe:							Burlington & Mo. Riv. in Neb.:					
1st Mortgage tax free.....gold	15,000pm	7*	Jan. & July.	New York.	1900	82	1st Mort. for \$5,000,000, convn.	3,360,000	8	Jan. & July.	Boston.	1894
Atlanta and Richmond Air Line:							Burlington & Mo. Riv. in Neb.:					
1st Mortgage tax free, 1870..gold	16,000pm	8*	Jan. & July.	New York.	1900	....	1st Mort. for \$5,000,000, convn.	3,360,000	8	Jan. & July.	Boston.	1894
Atlantic and Great Western:							Burlington & Mo. Riv. in Neb.:					
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	76-84	....	1st Mort. for \$5,000,000, convn.	3,360,000	8	Jan. & July.	Boston.	1894
2d Mortgage (N. Y. Penn. & O.)	3,908,000	7*	" "	"	81-83	....	Burlington & Mo. Riv. in Neb.:					
Consolidated Mortgage.....	17,579,500	7*	April & Oct.	London.	1895	....	1st Mort. for \$5,000,000, convn.	3,360,000	8	Jan. & July.	Boston.	1894
Atlantic and Gulf:							Burlington & Mo. Riv. in Neb.:					
1st Mortgage (consol.) tax free..	2,000,000	7	Jan. & July.	New York.	1887	77	1st Mort. for \$5,000,000, convn.	3,360,000	8	Jan. & July.	Boston.	1894
Atlantic, Mississippi and Ohio:							Burlington & Mo. Riv. in Neb.:					
1st Mortgage on whole line.....	15,000pm	7	....	New York.	1901	....	1st Mort. for \$5,000,000, convn.	3,360,000	8	Jan. & July.	Boston.	1894
Atlantic and North Carolina:							Burlington & Mo. Riv. in Neb.:					
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mort. for \$5,000,000, convn.	3,360,000	8	Jan. & July.	Boston.	1894
Atlantic and Pacific:							Burlington & Mo. Riv. in Neb.:					
Land Mort. (500,000 acres)..gold	3,000,000	6*	Jan. & July.	New York.	1888	....	1st Mort. for \$5,000,000, convn.	3,360,000	8	Jan. & July.	Boston.	1894
1st Mortgage (S. Pacific)..gold	7,260,000	6*	" "	"	1888	....	Burlington & Mo. Riv. in Neb.:					
Atlantic and St. Lawrence:							1st Mort. for \$5,000,000, convn.	3,360,000	8	Jan. & July.	Boston.	1894
Portland City Loan (skg fund) ..	825,000	6	Various.	B. & N. Y.	1871	....	Burlington & Mo. Riv. in Neb.:					
2d Mortgage.....	404,200	6	April & Oct.	Port. & Bost.	1871	....	1st Mort. for \$5,000,000, convn.	3,360,000	8	Jan. & July.	Boston.	1894
2d Mortgage, sterling.....	885,500	6*	" "	London.	1884	....	Burlington & Mo. Riv. in Neb.:					
Sterling Loan of 1864 (5-20s).....	484,000	6*	May & Nov.	"	1878	....	1st Mort. for \$5,000,000, convn.	3,360,000	8	Jan. & July.	Boston.	1894
Bald Eagle Valley (Penn. R. R.):							Burlington & Mo. Riv. in Neb.:					
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mort. for \$5,000,000, convn.	3,360,000	8	Jan. & July.	Boston.	1894
2d Mortgage.....	100,000	7	" "	"	1884	....	Burlington & Mo. Riv. in Neb.:					
Baltimore and Ohio:							1st Mort. for \$5,000,000, convn.	3,360,000	8	Jan. & July.	Boston.	1894
Loan of 1855, sinking fund.....	563,250	6	Jan. & July.	Baltimore.	1875	96	Burlington & Mo. Riv. in Neb.:					
Loan of 1850.....	579,500	6	" "	"	1880	97	1st Mort. for \$5,000,000, convn.	3,360,000	8	Jan. & July.	Boston.	1894
Loan of 1853.....	1,710,500	6	April & Oct.	"	1886	97	Burlington & Mo. Riv. in Neb.:					
Loan of 1870.....	3,872,000	6	March & Sept.	London.	1895	....	1st Mort. for \$5,000,000, convn.	3,360,000	8	Jan. & July.	Boston.	1894
Loan of 1865 (Baltimore) skg fd.	5,000,000	6	Jan. & July.	Baltimore.	1890	....	Burlington & Mo. Riv. in Neb.:					
Baltimore and Potomac:							1st Mort. for \$5,000,000, convn.	3,360,000	8	Jan. & July.	Boston.	1894
1st Mort. of '69 for \$3,000,000 g'd		6*	Jan. & July.	New York.	1890	....	Burlington & Mo. Riv. in Neb.:					
Bangor and Piscataquis:							1st Mort. for \$5,000,000, convn.	3,360,000	8	Jan. & July.	Boston.	1894
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....	Burlington & Mo. Riv. in Neb.:					
Barclay Coal:							1st Mort. for \$5,000,000, convn.	3,360,000	8	Jan. & July.	Boston.	1894
1st Mortgage.....	107,000	7	March & Sept.	Philadelphia.	1882	....	Burlington & Mo. Riv. in Neb.:					
Bay City and East Saginaw:							1st Mort. for \$5,000,000, convn.	3,360,000	8	Jan. & July.	Boston.	1894
1st Mort. guar. by F. & M. R. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Burlington & Mo. Riv. in Neb.:					
Bay de Noquet and Marquette:							1st Mort. for \$5,000,000, convn.	3,360,000	8	Jan. & July.	Boston.	1894
1st Mortgage Income.....	250,000	8	April & Oct.	Boston.	1875	....	Burlington & Mo. Riv. in Neb.:					
Belfast and Moosehead Lake:							1st Mort. for \$5,000,000, convn.	3,360,000	8	Jan. & July.	Boston.	1894
1st Mort. guar. by M. C. Co. gold	150,000	6*	May & Nov.	Portland.	1890	....	Burlington & Mo. Riv. in Neb.:					
Bellefontaine & Ind. (C. C. C. & Ind.):							1st Mort. for \$5,000,000, convn.	3,360,000	8	Jan. & July.	Boston.	1894
1st Mortgage.....	916,000	7	Jan. & July.	New York.	170-195	....	Burlington & Mo. Riv. in Neb.:					
Bellefontaine and Snow Shoe:							1st Mort. for \$5,000,000, convn.	3,360,000	8	Jan. & July.	Boston.	1894
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1883	....	Burlington & Mo. Riv. in Neb.:					
Beloit and Madison (C. & N. W.):							1st Mort. for \$5,000,000, convn.	3,360,000	8	Jan. & July.	Boston.	1894
1st Mortgage guaranteed.....	854,000	7	Jan. & July.	New York.	1888	....	Burlington & Mo. Riv. in Neb.:					
Belvidere Delaware:							1st Mort. for \$5,000,000, convn.	3,360,000	8	Jan. & July.	Boston.	1894
1st Mortgage guaranteed by {	1,000,000	6	June & Dec.	New York.	1877	....	Burlington & Mo. Riv. in Neb.:					
2d Mortgage { Camden and	492,500	6	March & Sept.	Princeton.	1885	83	1st Mort. for \$5,000,000, convn.	3,360,000	8	Jan. & July.	Boston.	1894
3d Mortgage { Amboy.	745,000	6	Feb. & Aug.	"	1887	83	Burlington & Mo. Riv. in Neb.:					
Blue Ridge, (S. Car.):							1st Mort. for \$5,000,000, convn.	3,360,000	8	Jan. & July.	Boston.	1894
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	Burlington & Mo. Riv. in Neb.:					
Boston, Clinton and Fitchburg:							1st Mort. for \$5,000,000, convn.	3,360,000	8	Jan. & July.	Boston.	1894
1st Mortgage (Agricultural Br.):							Burlington & Mo. Riv. in Neb.:					
Equalization or consol. bonds..	400,000	6	Jan. & July.	Boston.	1884	85	1st Mort. for \$5,000,000, convn.	3,360,000	8	Jan. & July.	Boston.	1894
2d Mortgage.....	248,000	6	" "	"	1884	85	Burlington & Mo. Riv. in Neb.:					
3d Mortgage.....	152,000	7	" "	"	1890	90	1st Mort. for \$5,000,000, convn.	3,360,000	8	Jan. & July.	Boston.	1894
Boston, Concord and Montreal:							Burlington & Mo. Riv. in Neb.:					
1st Mort. (Conc. to War. 71 m.):	13,000	7	Feb. & Aug.	New York.	1865	....	1st Mort. for \$5,000,000, convn.	3,360,000	8	Jan. & July.	Boston.	1894
2d Mort. conv. (1st M. on 224 m.):	150,000	6	Jan. & July.	Boston.	1870	....	Burlington & Mo. Riv. in Neb.:					
2d Mort. conv. (1st M. on 224 m.):	200,000	7	" "	New York.	1870	....	1st Mort. for \$5,000,000, convn.	3,360,000	8	Jan. & July.	Boston.	1894
Sinking Fund Mortgage.....	507,000	6	" "	Boston.	1880	90	Burlington & Mo. Riv. in Neb.:					
Boston, Hartford and Erie:							1st Mort. for \$5,000,000, convn.	3,360,000	8	Jan. & July.	Boston.	1894
1st Mortgage (old).....	280,000	7	March & Sept.	Boston.	1864	....	Burlington & Mo. Riv. in Neb.:					
1st Mortgage (new) for \$20,000,000	17,000,000	7	Jan. & July.	"	1899	44	1st Mort. for \$5,000,000, convn.	3,360,000	8	Jan. & July.	Boston.	1894
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	62	Burlington & Mo. Riv. in Neb.:					
Mass. Loan (secured by 1st m.b.):	3,000,000	7	" "	"	1899	62	1st Mort. for \$5,000,000, convn.	3,360,000	8	Jan. & July.	Boston.	1894
Boston and Lowell:							Burlington & Mo. Riv. in Neb.:					
Convertible bonds.....</												

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Chicago, Cincinnati and Louisiv.:						Columbus and Hocking Valley:					
1st Mortgage.....	\$1,000,000	7	Jan. & July.	New York.	1887	1st Mortgage skg fund.....	\$1,498,000	7	April & Oct.	New York.	1897
Chicago, Danville and Vincennes:	2,500,000	7*	April & Oct.	New York.	1909	2d Mortgage.....	118,000	7	Jan. & July.	"	1880
1st Mortgage S. F. ....gold						Columbus, Springfield and Cin.:					
Chicago, Dubuque & Minnesota:						1st Mortgage for \$1,000,000.....		7		New York.	18—
1st Mortgage guaranteed.....	25,000pm	7	April & Oct.	New York.	1901	Columbus and Xenia:					
Chicago and Illinois Southern:						1st Mortgage.....	302,000	6	March & Sept.	New York.	1890
1st Mortgage, 162 miles.....	3,078,000	8	March & Sept.	New York.	1900	Concord and Claremont:					
Chicago, Iowa and Nebraska:						1st and 2d Mortgage.....	374,000	6		Boston.	Due.
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	Connecticut and Passumpsic Riv.:					
3d (now 2d) mortgage.....	218,000	7	Feb. & Aug.	"	1892	1st Mortgage skg fund, 1856.....	455,800	6	June & Dec.	Boston.	1876 <i>92</i>
Chicago & Milwaukee(C. & N.W.):						Notes payable, coupon tax free.....	559,429	7	"	"	1876 <i>.98</i>
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	Connecticut River:					
1st Mortgage (consol.) 85 m. guar.	1,135,000	7	Jan. & July.	"	1898	1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878
Chicago and Northwestern:						Connecticut Western:					
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	1st Mortgage.....	81,500	7		Hartford.	1900
Interest (F'ded coup.) b'ds (193 m.).	755,000	7	May & Nov.	"	1883	2d Mortgage.....					
1st Mortgage General (193 m.)	3,588,000	7	Feb. & Aug.	"	1886	Connecting (Philadelphia):	1,000,000	6	March & Sept.	Philadelphia.	1890 <i>88</i>
1st Mortgage, Appleton Ext.	184,000	7	"	"	1885	1st Mortgage.....					
1st Mortgage, Green Bay Ext.	300,000	7	"	"	1885	Contocook River:					
Equipment Mortgage.....	101,000	7	April & Oct.	"	1874	1st Mortgage.....	30,000	6		Boston.	18—
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	"	1882	Cooperstown and Susq. Valley:					
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	"	1875	1st Mortgage.....	100,000	7	Jan. & July.	New York.	1889
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	"	1884	Coun. Bluffs & St. J. (K. St. J. & C. B.)	500,000	7	Jan. & July.	New York.	1880 <i>—</i>
1st Mort. (Elgin and State Line.)	135,000	7	"	"	1878	1st Mortgage.....	150,000	10	"	"	1872
1st Mortgage (Peninsula).....	767,000	7	March & Sept.	"	1898	2d Mortgage.....					
Consol. skg fund Mort. (500 m.)	2,510,000	7	May & Nov.	"	1915	Covington and Lex. (Ky. Cen.):					
Equipment Mortgage.....	275,000	10	"	"	1916	1st Mortgage March 1862.....	120,000	7	March & Sept.	New York.	1872
1st Mort. (Chic. & Mil. R. R.) 45m.	397,000	7	May & Nov.	"	1917	2d Mortgage March 1863.....	844,000	7	"	"	1883
2d Mort. (Mil. & Chi. R. R.) 40m.	182,000	7	March & Sept.	"	1874	3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885
3d Mort. (" ") 40m.	10,500	7	June & Dec.	"	1886	Cumberland Coal and Iron:					
1st Mort. (Chi. & Mil. R. W.) 85m.	1,135,000	7	Jan. & July.	"	1886	1st Mortgage of March 1866.....	803,500	6	March & Sept.	New York.	1891
1st Mort. (Bel. & Mad. R. R.) 46m.	333,000	7	"	"	1886	2d Mortgage of May 1, 1868.....	770,000	6	May & Nov.	"	1886
1st Mort. (Mad. Exten.) 126 m. g'd	3,160,000	7*	April & Oct.	"	1886	1st Mort. (George's Cr.) assumed.....	98,600	6	June & Dec.	"	1881
1st Mort. (Men. Exten.) 120 m. g'd	2,700,000	7*	Jan. & July.	"	1887	Cumberland Valley:					
Chicago & Mich. Lake Shore:						1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904
1st Mortgage.....	4,000,000	8	March & Sept.	New York.	1889	2d Mortgage.....	109,500	8	"	"	1908
Chicago, Peoria & Southwestern:						Plain bonds.....	81,800	8	Jan. & July.	"	1884
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1891	Danbury and Norwalk:					
Chicago, Rock Island and Pacific:						1st Mortgage of 1869.....	100,000	7	Jan. & July.	New York.	1880
1st Mortgage (consol.).....	9,000,000	7	Jan. & July.	New York.	1896	1st Mortgage of 1869.....	200,000	7	"	"	1890
Chi. & Southwes'n(C. R. I. & Pac.):						Davenport and St. Paul:					
1st Mort. guar. and tax free gold	5,000,000	7*	May & Nov.	New York.	1889	1st Mortgage of June 1, 1870.....	20,000pm	7	June & Dec.	New York.	1890
Chillicothe & Brunswick (N. Mo.):						Dayton and Michigan:					
1st Mortgage guaranteed.....	500,000	8	Jan. & July.	New York.	1894	1st Mortgage sinking fund.....	2,776,000	7	Jan. & July.	New York.	1864
Cincinnati, & Balt. (Mar. & Cin.):						2d Mortgage.....	642,000	7	March & Sept.	"	1879
1st Mortgage guaranteed.....	500,000	7	April & Oct.	Baltimore.	18—	3d Mortgage.....	700,000	7	April & Oct.	"	1888
Cincinnati, Hamilton and Dayton:						Toledo Depot bonds.....	189,500	7	March & Sept.	"	1871
1st Mort. of 1863 extended.....	1,250,000	7	May & Nov.	New York.	1880	Dayton and Union:					
2d Mortgage of 1865.....	500,000	7	Jan. & July.	"	1885	1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879
3d Mortgage of 1867, skg fund.....	232,000	8	June & Dec.	"	1886	2d Mortgage.....	135,000	7	June & Dec.	"	1879
Cinc. and Indiana (C. Laf. & Chi.):						Income Bonds.....	252,445	6	"	"	1879
1st Mortgage guaranteed.....	500,000	7	June & Dec.	New York.	1892	Dayton and Western:					
2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	"	"	1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905
Cincinnati and Indianapolis Junc.:						1st Mortgage.....	433,000	6	"	"	1906
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	2d Mortgage.....					
800,000	7	March & Sept.	"	Boston.	1893	Decat'vr & E. St. Louis (T. W. & W.):					
250,000	7	June & Dec.	"	"	1874	1st Mortgage.....	2,700,000	7	Jan. & July.	New York.	1890
1st Mortgage (Newcastle Br.):						2d Mortgage.....					
Cincinnati, Lafayette and Chi.:						Decatur, Sullivan and Mattoon:					
1st Mortgage.....gold						1st Mortgage.....	500,000	8	March & Sept.	New York.	1901
Cin. and Martinsville (C. & Laf.):						Dalaware:					
1st Mortgage guaranteed.....	400,000	7	Jan. & July.	New York.	1895	1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875
Cincinnati, Richmond & Chicago:						2d Mortgage.....	170,000	6	"	"	1876
1st Mortgage.....	560,000	7	Jan. & July.	New York.	1895	Guaranteed Bonds.....	100,000	6	"	"	1875
Cincinnati, Sandusky and Clev.:						Exten. (Senf. to Delmar) bonds.....	100,000	6	"	"	1880
1st Mortgage of 1867.....	1,051,861	7	June & Dec.	New York.	1890	Delaware, Lackawann. & Western:					
988,000	6	Feb. & Aug.	"	Boston.	1890	1st Mort. (Lack. & Western).....	564,000	7	Jan. & July.	New York.	1871
350,000	7	March & Sept.	"	"	1877	1st Mort. (Eastern Ext.).....	1,111,000	7	April & Oct.	"	1875 <i>100</i>
Cincinnati and Zanesville:						2d Mort. (General).....	1,638,000	7	March & Sept.	"	1881 <i>98</i>
1st Mortgage.....	1,300,000	7	May & Nov.	New York.	1893	Denver Pacific:					
Clev., Col. and Cinc. (C. C. & I.):						1st Mortgage (Land grant)....gold	2,500,000	7*	May & Nov.	New York.	1897
1st Mortgage \$25,000 a year.....	323,000	7	June & Dec.	New York.	"71-'84	Des Moines Valley:					
Clev., Col., Cin. & Indianapolis:						1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877
1st Mortgage sinking fund.....	2,064,000	7	May & Nov.	New York.	1890	1st Mortgage Land grant.....	4,690,000	8	"	"	1878
1st Mort. (C. C. and C. R. R.):	323,000	7	June & Dec.	"	101	Income Bonds.....	462,000	7	Jan. & July.	"	1884
1st Mort. (Bell. and Ind. R. R.):	616,000	7	Jan. & July.	"	"	Detroit, Hillsdale and Indiana:					
1st Mortgage and Mahoning:						1st Mort. (16,000 p. m.)....guar.	1,080,000	8	June & Dec.	New York.	1890 <i>80</i>
1st Mortgage.....	810,500	7	Feb. & Aug.	New York.	1873	Detroit, Lansing & L. Michigan:					
3d Mortgage sinking fund.....	654,500	8	March & Sept.	"	1876	1st Mortgage.....	3,000,000	8	May & Nov.	New York.	1890
1st Mort. (Hubbard Br.) skg f'd.	117,500	7	Jan. & July.	"	1881	2d Mortgage.....	730,000	8	Jan. & July.	"	1879
Clev., Mt. Vernon and Delaware:						1st Mortgage Ionia and Lansing:	300,000	8	May & Nov.	"	1880
1st Mort. for \$1,500,000....gold	143,000	7*	Jan. & July.	New York.	1900	2d Mortgage Ionia and Lansing:					
Clev., Painesv. & Ash. (L. Shore):						Detroit and Milwaukee:					
1st Mortgage Sunbury and Erie:	500,000	7	Jan. & July.	New York.	1874	1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875
2d Mort. (registered).....	1,000,000	7	"	"	1875	2d Mortgage.....	1,000,000	8	"	"	1875
3d Mortgage.....	1,000,000	7	April & Oct.	"	1882	1st Mortgage Funded Coupons:	628,525	7	Jan. & July.	Baltimore.	1875
Cleveland and Pittsburg:						Bonds of June 30, 1868, (cont'd.):	377,115	7	May & Nov.	"	1875
2d Mortgage.....	790,500	7	March & Sept.	New York.	1873	Bonds of Sept. 6, 1866.....	1,916,639	6	"	NY. & Detroit.	1886
3d Mortgage.....	1,358,000	7	May & Nov.	"	1881	300,000	8	March & Sept.	New York.	1886	
4th Mortgage.....	1,104,544	6	Jan. & July.	"	1872	377,115	7	May & Nov.	NY. & London.	1878	
Consol. skg Pd Mort. \$5,000,000.	528,000	7	May & Nov.	"	1890	150,867	6*	May & Nov.	New York.	1873	
Cleveland & Toledo (L. S. & M. So.):						Dollar (" " " ").....	51,000	7	"	"	1873
1st Mortgage Sinking Fund.....	2,104,000	7	Jan. & July.	New York.	1885	1st Mortgage Aug. 1, 1856.....	924,000	7	Feb. & Aug.	New York.	1876 <i>98</i>
2d Mortgage of 1866.....	864,000	7	April & Oct.	"	1856	1st Mortgage.....	150,000	7	April & Oct.	New York.	1878
1st Mort. (Junc. R. R.):	115,000	7	June & Dec.	"	1878	1st Mortgage.....	100,000	7	Jan. & July.	"	1878
Colebrookdale:						1st Mortgage.....	250,000	8	Feb. & Aug.	Detroit.	1886
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	2d Mortgage.....					
Columbia and Augusta (C. C. & A.):						Dixon, Peoria & Han. (C. B. & Q.):					
1st Mortgage on 85 miles.....	371,500	7	Jan. & July.	New York.	1890	1st Mortgage, traffic guarantee.....	800,000	8	Jan. & July.	New York.	1890 <i>97</i>
Columbus, Chicago & Ind. Cent.:						2d Mortgage.....					
1st Mortgage Consol. skg fund.....	15,000,000	7	April & Oct.	New							

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
Dubuque and Sioux City:												
1st Mortgage (1st Division).....	\$300,000	7	Jan. & July.	New York.	1863	93	Grand River Valley (Mich. C.)	\$1,000,000	8	Jan. & July.	New York.	1886
1st Mortgage (construction).....	600,000	7	" " "	"	1894	500,000	2d Mortgage, guaranteed.....	500,000	8	April & Oct.	" "	1888
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1898	1,426,546	1st Mortgage guar. by S. Car.	376,766	7	" "	New York.	'81-'86
Dutchess and Columbia:							1st Mortgage not guaranteed.....	130,000	7	Jan. & July.	New York.	1889
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	Greenville and Columbia:	1st Mortgage.....	62,000	7	Jan. & July.	New York.	1872
East Brandywine & Waynesburg:							1st Mortgage.....	129,100	7	May & Nov.	New York.	1889
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	Hackensack & New York (Erie):	1st Mortgage.....	675,000	7	May & Nov.	New York.	1898
2d Mortgage.....	35,000	8	" "	"	1873	Hackensack & N. York Ext. (Erie):	1st Mortgage of May 1, 1869.....	15,000pm	7	Jan. & July.	New York.	1890
East Pennsylvania (Ph. & Rdg.):						1st Mortgage.....	130,000	7	Jan. & July.	New York.	1889	
1st Mortgage, guar. Skg Fund.....	495,000	7	March & Sept.	Philadelphia.	1888	1st Mortgage.....	62,000	7	Jan. & July.	New York.	1872	
East Tenn. & Georgia (E.T.V. & G.):						1st Mortgage.....	129,100	7	May & Nov.	New York.	1889	
1st Mortgage.....	640,000	6	Jan. & July.	New York.	1890	Hannibal and Naples:	1st Mortgage of Nov. 1, 1868.....	15,000pm	7	Jan. & July.	New York.	1890
Interest bonds (funded coupons).....	136,400	7	" "	"	1876	Hannibal and Cen. (C. & Alton):	1st Mortgage guaranteed.....	15,000pm	7	Jan. & July.	New York.	1890
East Tennessee, Virginia & Ga.:						1st Mortgage.....	130,000	6	Jan. & July.	New York.	1871	
1st Mortgage, consol. skg fund.....	3,500,000	7	Jan. & July.	New York.	1900	Hannibal and St. Joseph:	Mo. State Loan, 1851.....	1,500,000	6	Jan. & July.	New York.	1885
Eastern Mass.:						Mo. State Loan, 1855.....	1,500,000	6	" "	" "	1872	
State Loan (1st Lien) \$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	Six years Mortgage bonds.....	68,000	10	" "	" "	1878	
Loan of 1862, sterling.....	383,000	6*	Jan. & July.	London.	1872	Three years' notes.....	810,000	8	" "	" "	1875	
Loan 1854, convertible.....	750,000	6	Feb. & Aug.	Boston.	1874	Five years' notes.....	1,024,300	8	" "	" "	1885	
Loan of 1868.....	160,000	6	April & Oct.	"	1885	Fifteen years' bonds.....	1,09,500	8	March & Sept.	" "	92	
Loan of 1868.....	1,000,000	6	March & Sept.	"	1888	1st Mort. (Q. and Palmyra R.R.):	190,000	8	Feb. & Aug.	" "	1892	
Loan of 1869.....	500,000	6	May & Nov.	"	1889	1st Mort. (Kan. City & Cam. RR.):	1,200,000	10	Jan. & July.	" "	1892	
Essex Railroad 1st Mortgage.....	194,400	6	Jan. & July.	"	1876	Land Mortgage.....	1,503,700	7	April & Oct.	" "	1888	
Eastern Shore (Md.):						Convertible Mortgage.....	5,600	7	Jan. & July.	" "	1888	
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	Hanover Branch (Mass.):	1st Mortgage.....	60,000	7	Jan. & July.	Boston.	1889
2d Mortgage.....	180,000	6	April & Oct.	"	1886	Harlem Extension:	1st Mortgage of Jan. 1, 1870.....	4,000,000	7	Jan. & July.	New York.	1890
Elizabethtown and Paducah:						1st Mortgage.....	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	Hartford and New Haven:	1st Mortgage.....	754,000	6	Jan. & July.	New York.	1873
Elmira and Williamsport (N. Cen.):						1st Mortgage.....	1st Mortgage, Providence and Fishkill:	75,000	6	Jan. & July.	Philadelphia.	1872
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	1st Mort. (R. Island 26.32 m.):	481,000	7	Jan. & July.	Providence.	1876	
Income Mortgage.....	570,000	5	May & Nov.	"	1872	1st Mort. (Connecticut 96.04 m.):	1,574,500	7	" "	Hartford.	1876	
Real Estate (Elmira) bond.....	50,000	7	"	1874	Hastings and Dakota:	1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1900
Erie Railway:						Hempfield:	1st Mortgage (part collateral).....	1,000,000	6	Jan. & July.	Philadelphia.	1872
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1877	Housatonic:	1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Bridgeport.	1877
2d Mortgage.....	4,000,000	7	March & Sept.	"	1879	2d Mortgage.....	100,000	7	Feb. & Aug.	" "	1888	
3d Mortgage.....	6,000,000	7	" "	"	1883	3d Mortgage of 1869.....	50,000	7	April & Oct.	" "	1889	
4th Mortgage convertible.....	4,411,000	7	April & Oct.	"	1880	Houston and Texas Central:	1st Mortgage L.G. skg fund, gold	3,400,000	7	Jan. & July.	New York.	1891
5th Mortgage convertible.....	926,500	7	June & Dec.	"	1884	Hudson River (N.Y. Cen. & H.R.):	1st Mortgag.....	200,000	7	Feb. & Aug.	New York.	1870
Buffalo Branch, 1st mortgage.....	186,400	7	Jan. & July.	"	1891	2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	" "	1888	
Steering Loan (\$1,000,000) cov.	4,544,400	6*	March & Sept.	London.	1875	3d Mortgage.....	180,000	7	May & Nov.	" "	104	
Erie and Pittsburg (Penn.):						Huntington and Broad Top Mt.:	1st Mort. (extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890
1st Mortgage.....	749,400	7	Jan. & July.	Philadelphia.	1882	2d Mortgage.....	267,500	7	Feb. & Aug.	" "	86	
2d Mortgage.....	153,000	7	March & Sept.	"	1890	1st Mortgage (Consol.):	1,069,000	7	April & Oct.	" "	48	
Consolidated Mortgage tax free.....	1,674,000	7	Jan. & July.	"	1893	Illinois Central:	1st Mortgage Construction.....	3,090,000	7	April & Oct.	New York.	1875
European & North American:						1st Mortgage Construction.....	332,000	6*	" "	" "	104	
B'gor L'nd, 1st on 65&2d on 65m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	Redemption currency.....	2,500,000	6	" "	" "	1890	
1st m. R.R. & L'd/B to W in 45 m	2,000,000	6*	" "	"	1899	Redemption, sterling.....	2,500,000	6*	" "	London.	1890	
Evanston and Crawfordsville:						1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	
1st Mortgage (Ev. & Ill. R.R.):	350,000	7	Jan. & July.	New York.	1889	Illinois & South Iowa (T. W. & W.):	1st Mortgage.....	2,750,000	7	Jan. & July.	Philadelphia.	1890
1st Mortgage (Ev. & Chi. R.R.):	740,000	7	May & Nov.	"	1889	1st Mortgage.....	322,000	6*	" "	" "	104	
1st Mort. (Rockville Extension):	150,000	7	Feb. & Aug.	"	1881	2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	" "	104	
Consolidated Mortgage.....	7	Jan. & July.	"	"	1889	3d Mortgage.....	180,000	7	May & Nov.	" "	104	
Evanaville, Henderson & Nashv.:						Huntington and Broad Top Mt.:	1st Mort. (extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890
1st Mortgage of July 1, 1867.....	1,000,000	7	Jan. & July.	New York.	1897	2d Mortgage.....	267,500	7	Feb. & Aug.	" "	86	
Fall River, Warren & Providence:						1st Mort. (Consol.):	1,069,000	7	April & Oct.	" "	48	
1st Mortgage.....	150,000	7	Jan. & July.	Providence.	1882	Illinois Central:	1st Mortgage Construction.....	3,090,000	7	April & Oct.	New York.	1875
Flemington (Belv. Del.):						1st Mortgage Construction.....	332,000	6*	" "	" "	104	
1st Mortgage guaranteed.....	100,000	6	Jan. & July.	Princeton.	1877	Redemption currency.....	2,500,000	6	" "	" "	1890	
Flint and Perno Marquette:						Redemption, sterling.....	2,500,000	6*	" "	London.	1890	
1st Mortgage L. G., 1st mort.	267,000	7	May & Nov.	New York.	1880	1st Mortgage.....	397,000	7	May & Nov.	New York.	1882	
1st Mortgage L. G., 2d mort.	319,000	7	Jan. & July.	"	1887	2d Mortgage.....	1,700,000	7	Feb. & Aug.	New York.	1908	
1st Mortgage L. G., 3d mort.	1,200,000	8	March & Sept.	"	1888	3d Mortgage.....	1,480,000	7	May & Nov.	" "	1890	
F. & H. Holly R.R. b'd/s (\$25,000 a yr):	500,000	10	May & Nov.	"	1888	Huntington and Broad Top Mt.:	1st Mort. (C. & L.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	Philadelphia.	1890
Flushing & North Side (L. I.):						1st Mortgage.....	1st Mort. (extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890
1st Mortgage.....	825,000	7	Jan. & July.	New York.	1880	2d Mortgage.....	267,500	7	Feb. & Aug.	" "	86	
Fonda, Johnston & Gloversville:						1st Mort. (Consol.):	1,069,000	7	April & Oct.	" "	48	
1st Mortgage.....	300,000	7	New York.	1889	Illinois Central:	1st Mortgage Construction.....	3,090,000	7	April & Oct.	New York.	1875
Ft. W. Jackson & Sag. (Mich. O.):						1st Mortgage Construction.....	332,000	6*	" "	" "	104	
1st Mortgage guaranteed.....	1,500,000	8	Jan. & July.	New York.	1889	Redemption currency.....	2,500,000	6	" "	" "	1890	
Ft. W. Muncie & Clin. (F.W.J. & S.):						Redemption, sterling.....	2,500,000	6*	" "	London.	1890	
1st Mortgage guaranteed.....	1,800,000	7*	Jan. & July.	New York.	1889	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	
Galena & Chicago Union (G.C. & W.):						1st Mortgage.....	2,750,000	7	Jan. & July.	Philadelphia.	1888	
1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	2d Mortgage.....	5,000,000	7*	April & Oct.	New York.	1909	
985,000	7	May & Nov.	"	1875	1st Mortgage.....	1,700,000	7	Feb. & Aug.	" "	1897		
2d Mortgage.....	200,000	7	Jan. & July.	"	1884	2d Mortgage.....	1,480,000	7	May & Nov.	" "	1890	
Miss. River Bridge bonds.....						1st Mortgage.....	1,700,000	7	Feb. & Aug.	New York.	1890	
Georgia:						2d Mortgage.....	1,480,000	7	May & Nov.	" "	1890	
Bonds (various).....						1st Mortgage.....	1,700,000	7	Feb. & Aug.	New York.	1890	
Goshen and Deckertown (Erie):						2d Mortgage.....	1,480,000	7	May & Nov.	" "	1890	
1st Mortgage.....	681,000	7	Jan. & July.	Augusta.	'71-'86	1st Mortgage.....	1,700,000	7	Feb. & Aug.	New York.	1890	
226,500	7	Jan. & July.	New York.	1889	2d Mortgage.....	1,480,000	7	May & Nov.	" "	1890		
2d Mortgage.....	200,000	7	Jan. & July.	"	1873	1st Mortgage.....	1,700,000	7	Feb. & Aug.	New York.	1890	
Miss. River Bridge bonds.....						2d Mortgage.....	1,480,000	7	May & Nov.	" "	1890	
Georgia:						1st Mortgage.....	1,700,000	7	Feb. & Aug.	New York.	1890	
Bonds (various).....						2d Mortgage.....	1,480,000	7	May & Nov.	" "	1890	
Goshen and Deckertown (Erie):						1st Mortgage.....	1,700,000	7	Feb. & Aug.	New York.	1890	
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1889	2d Mortgage.....	1,480,000	7	May & Nov.	" "	1890	
Gr. Rapids & Indiana (P.F.W. & C.):						1st Mortgage.....	1,700,000	7	Feb. & Aug.	New York.	1890	
1st Mortgage quar half yr....gold	4,000,000	7*	Jan. & July.	New York.	1893	2d Mortgage.....	1,480,000	7	May & Nov.	" "	1890	
1st Mortgage half year....gold	4,000,000	7*	April & Oct.	"	1899	1st Mortgage.....	1,700,000	7	Feb. & Aug.	New York.	1890	
Grand Trunk (Oa.):						2d Mortgage.....	1,480,000	7	May & Nov.	" "	1890	
1st Preference Bonds £2,708,325	13,516,625	5*	Jan. & July.	London.	.....	1st Mortgage.....	1,700,000	7	Feb. & Aug.</td		

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Interest Payable.			Description of Bonds.	Amount.	Interest Payable.			
		Rate	When	Where			Rate	When	Where	
Jeffersonville, Madison & Indiana:					Lehigh Valley:					
1st Mortgage of Oct. 1, 1866.....	\$2,107,000	7	April & Oct.	New York.	1906	...	\$963,000	6	April & Oct.	
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	"	"	1910	...	3,343,000	6	June & Dec.	
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	"	1882	...	1,050,000	7	Feb. & Aug.	
2d Mortgage (Jeffersonville).....	345,000	7	April & Oct.	"	1873	...	132,000	6	April & Oct.	
Louisville Loan (Jefferson R.R.)	74,000	6	"	"	1882	...	Lewey's Island (S. C. & P.):			
Joliet and Chicago (C. & Aton):					1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	
1st Mortgage skg fund guar.....	410,000	8	Jan. & July.	New York.	1882	100			1876	
Joliet & Northern Ind. (Mich. C.):					Little Miami & Colum. & Xenia:					
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1874	...	1,480,000	6	May & Nov.	
Junction (Cin. & Indianapolis):					Cincinnati Loan.....	100,000	6	June & Dec.	New York.	
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	...	307,000	6	March & Sept.	
2d Mortgage.....	800,000	7	March & Sept.	"	1893	...	275,000	7	Jan. & July.	
1st Mortgage (Newcastle Br.).....	260,000	7	June & Dec.	"	1884	...	433,000	6	"	
Junction Philadelphia:					Little Rock and Fort Smith:					
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	...	1st Mortgage for \$3,500,000 gold.....	6*	Jan. & July.	
2d Mortgage.....	300,000	6	April & Oct.	"	1900	91		Boston	1899	
Junction and Breakwater:					Little Rock, Pine Bluff & N. O.:					
1st Mort. guar. by Delaware.....	400,000	6	Jan. & July.	New York.	1890	...	1st Mortgage.....	7*	— & —	
Kalamazoo, Alleg. & Gr. R. (L.S. & M.S.):					New York.	1889				
1st Mort. assumed by lessees.....	840,000	8	Jan. & July.	New York.	1888	92	Logansport, Crawf. & S'wst. Ind.:			
Kalamazoo, & S. Haven (M. Cen.):					1st Mortgage.....	1,500,000	8	J. A. J. O.	New York.	
1st Mortgage, guaranteed.....	640,000	8	May & Nov.	New York.	1889	104		1890	...	
Kalam. & Three Riv. (L.S. & M. S.):					Long Branch and Sea Shore:					
1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	1887	...	1st Mortgage.....	200,000	6	
Kalam. & W. Pigeon (L.S. & M. S.):					Jan. & July.	New York.	1889			
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	...	1st Mortgage.....	500,000	6	
Kansas City and Santa Fe:					Jan. & July.	New York.	1875			
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	...	1st Mortgage (Extension).....	175,000	7	
Kan. City, St. Jo. & Coun. Bluffs:					May & Nov.	"	1890			
1st Mortgage (consolid.) 264 m.	687,000	8	March & Sept.	N.Y. & Bost'n.	1890	...	1st Mortgage (Glen Cov. Br.).....	150,000	6	
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	"	1880	...	"	"	1893	
2d Mort. (" " " ").....	150,000	10	"	"	1872	...	General Mortgage of 1869.....	775,000	8	
1st Mort. (St. Jo. & C. B. 80 m.)	1,400,000	10	March & Sept.	"	1892	97	Louisville & Miss. Riv. (Ch. & Al.):			
2d Mort. (" " " ").....	539,500	7	June & Dec.	"	1874	91	1st Mortgage, guaranteed.....	20,000	pm	
1st Mort. (Mo. Valley 61 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	...	Jan. & July.	New York.	1889	
1st Mort. (" " " ").....	1,500,000	7	"	"	1893	...	1st Mortgage (Cincin. & Lexington):			
Kansas Pacific (U. Pac. E. D.):							1st Mortgage (Cincin. & Lexington):			
1st Mort. on R. R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	...	3,000,000	7	Jan. & July.	
1st Mort. on R. R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	...	2d Mortgage (general).....	1,000,000	8	
1st Mort. on Branch 34 m.	600,000	7	May & Nov.	"	1896	...	1st Mort. (Lo. & Frankfort Br.)	82,000	6	
Land Gr. Mort. on 2,000,000 acres	318,000	7	March & Sept.	"	"71-'76	...	Louisv. Loan (" ").....	100,000	6	
1st M. on R. R. 245 m. & 3,000,000	6,500,000	7	May & Nov.	"	1899	...	1st Mort. (Lex. & Frankfort).....	25,000	6	
1st M. on lands E. of 380th m. gold	2,000,000	7	Jan. & July.	"	1880	...	Louisville and Nashville:			
2d Mort. (U. S. Subsidy) on 394 m.	6,303,000	6	"	"	"95-'97	...	1st Mortgage, (Main Stem) 1868.....	1,285,000	7	
3d Mort. Income on 428 m.	4,275,000	7	(after 5 years.)	"	1916	...	Louisville (Main Stem).....	849,000	6	
Kent County (Del.):							1st Mortgage (Main Stem).....	225,000	6	
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	...	Jan. & July.	New York.	1867	
Kentucky Central (Cov. & Lex.):							1st Mortgage (Cincin. Br.)	1,000,000	8	
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	...	2d Mortgage (general).....	82,000	6	
2d Mortgage March 1863.....	844,000	7	"	"	Jan. & July.	"	1st Mort. (Lo. & Frankfort Br.)	100,000	6	
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	...	Louisv. Loan (" ").....	100,000	6	
Keokuk, Iowa City and Minn.:							1st Mort. (Lex. & Frankfort).....	25,000	6	
1st Mortgage.....	20,000	pm	7	Jan. & July.	New York.	1891	...	Louisville and Nashville:		
2d Mortgage.....	5,000	pm	7	"	"	1891				
Keokuk and St. Paul (C. B. & Q.):							1st Mortgage, (Main Stem) 1868.....	1,285,000	7	
1st Mortgage, guar. and tax free.....	1,000,000	8	April & Oct.	New York.	1879	95	Louisville (Main Stem).....	849,000	6	
Lackawanna and Bloomsburg:							1st Mortgage (Main Stem).....	225,000	6	
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	...	Jan. & July.	New York.	1867	
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	...	1st Mortgage (Lebanon Br.)	197,000	7	
2d Mortgage.....	500,000	7	April & Oct.	"	1880	...	1st Mortgage (Memphis Br.)	1,000	7	
2d Mortgage (Extension).....	200,000	7	May & Nov.	"	1890	...	1st Mortgage (Bardstown Br.)	88,000	7	
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	...	1st Mort. (Lebanon Br. Ext.).....	333,000	6	
Income Mortgage.....	79,335	7	April & Oct.	"	1871	...	Consolid. mort. of April 1, 1868.....	5,500,000	7	
La C. Trempl. & Pres. (C. & N. W.):							Lowell & Lawrence (B. & L.):			
1st Mortgage, guaranteed.....	800,000	7	— & —	New York.	...		1st Mortgage, guaranteed.....	87,700	6	
Lafayette, Bloomington & Miss.:							April & Oct.	Boston.	1878	
1st Mortgage.....	1,300,000	7	— & —	New York.	...		1st Mort. endorsed by State.....	1,950,000	7	
Lafayette, Muncie & Bloom.:							Jan. & July.	New York.	87-'90	
1st Mortgage.....	1,500,000	8	— & —	New York.	...		2d Mort. of 1869.....	1,000,000	7	
Lake Erie and Louisville:							3d Mort. of 1870 endor. by State.....	1,000,000	7	
1st Mortgage for \$1,600,000....	500,000	7	Jan. & July.	New York.	1898	...	Equipment Mortgage.....	150,000	7	
Lake Shore & Michigan So.:										
Sunbury B'ds (C.P. & ARR954m)	500,000	7	Jan. & July.	New York.	1874	...	Macon and Western:			
Regis. Bonds (" " ").....	1,000,000	7	"	"	1880	...	1st Mort. of Oct. 1870.....	150,000	7	
3d Mortgage (" " ").....	1,000,000	7	April & Oct.	"	1892	...	Jan. & July.	New York.	1880	
Divid'd Bonds (L. S. R.R. 258 m.)	1,500,000	7	"	"	1899	96	Madison and Portage:			
S. Fund Bonds (L.S. & M.S. 013m)	1,800,000	7	"	"	1879	...	1st Mort. of Portage:			
Consol. M. reg. (" " ").....	3,699,000	7	J. A. J. & O.	"	1900	101	1st Mort. of Oct. 1870.....	150,000	7	
Consol. M. coup. (" " ").....	1,334,000	7	Jan. & July.	"	1900	101	Jan. & July.	New York.	1880	
1st Mort. (M.S. & N. In. RR. 521m.)	5,256,000	7	May & Nov.	"	1886	102	Madison and Portage:			
2d Mort. (" " " ").....	2,693,000	7	"	"	1877	98	1st Mort. (Lex. & Frankfort).....	450,000	7	
1st Mort. (June. R.R. 49 m.)	116,000	7	June & Dec.	"	1872	...	2d Mort. (" " " ").....	112,000	6*	
S. Fund (Clev. & Tol. R.R. 1624m.)	2,014,000	7	Jan. & July.	"	1885	...	3d Mortgage for \$3,000,000.....	577,000	6	
M. of '66 (" " " ").....	864,000	7	June & Dec.	"	1870	...	1st Mort. (Scioto & Hocking).....	159,500	6	
Mort. Bonds (Buff. & E.R. R. 88m)	.....						2d Mort. (" " " ").....	20,000	7
Mort. Bonds (" " " ").....	100,000	7	May & Nov.	"	1873	...	1st Mort. (P. & E. & Ken. exch. 7s).....	300,000	7	
Mort. Bonds (" " " ").....	200,000	7	Jan. & July.	"	1882	...	1st Mort. (Penob. & Ken.)	159,500	6	
Mort. Bonds (" " " ").....	300,000	7	March & Sept.	"	1886	...	1st Mort. (Framigh. (B.C. & F.)	300,000	7	
Mort. Bonds (" " " ").....	3,000,000	7	April & Oct.	"	1890	...	1st Mort. (Guaranteed).....	1,000,000	6	
1st Mort. (D. M. & Tol. R.R. 65 m.)	924,000	7	Feb. & Ang.	"	1876	98	Jan. & July.	Boston.	1889	
1st Mort. (Kal. & W. P. R.R. 37 m.)	400,000	7	Jan. & July.	"	1890	...	1st Mort. (Sterling).....	1,050,000	7	
1st Mort. (S. Ch. & Three Riv. R.R.)	100,000	8	"	"	1887	...	1st Mort. (Dollar).....	2,454,528	7	
1st Mort. (Kal. & Schoolcraft R.R.)	100,000	8	"	"	1887	...	1st Mort. (" " " ").....	2,500,000	5	
1st Mort. (Kal. A. L. & Gr. R. R.)	840,000	8	"	"	1887	...	1st Mort. (May & Nov.).....	850,000	6	
1st Mort. (Jamestown & Frank.)	500,000	7	"	"	1894	...	1st Mort. (" " " ").....	150,000	6	
2d Mort. (" " " ").....	500,000	7	June & Dec.	"	1894	...	1st Mort. (" " " ").....	20,000	7	
Lake Superior & Mississippi:							Memphis and Little Rock:			
1st M.R.R. (ands, &c., SF. free, gold	4,500,000	7*	Jan. & July.	New York.	1899	...	1st Mort. (R.R. & 125,000 acres).....	1,300,000	8	
Lawrence (P. Ft. W. & Chi.):							2d Mort. (" " " ").....	900,000	8	
1st Mortgage, guaranteed.....	380,000	7	Feb. & Aug.	Pittsburg.	1895	...	1st Mort. (Ark. State Loan).....	300,000	7	
Leaven, Lawrence & Galveston:							1st Mort. (St. Louis & San. L.)	1,000,000	8	
1st Mort. July 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	96	1st Mort. (R.R. & 630,000 acres).....	5,000,000	7	
Lehigh and Lackawanna:							1st Mort. (Guaranteed).....	1,960,000	8	
1st Mortgage (tax free).....	500,000	7	Feb. & Aug.	Philadelphia.	1897	...	Jan. & July.	Boston.	1890	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Midland Pacific:						Newark and New York (Cont.):					
1st Mortgage gold	\$1,100,000	7* Jan. & July.	New York	1900	---	1st Mortgage	\$600,000	7 Jan. & July.	New York	1891	---
Mifflin & Centre Co. (Pa. R. R.):	188,000	6 Feb. & Aug.	Philadelphia	1897	---	Newark, Somerset & Straticville:	800,000	7 May & Nov.	New York	1889	---
1st Mortgage, guaranteed						1st Mortgage	172,500	6 Jan. & July.	Boston	1881	---
Milwaukee & Chicago, (C&NW):	182,000	7 March & Sept.	New York	1874	---	New Bedford and Taunton:					
1st Mortgage, guaranteed	10,500	7 Jun. & Dec.	"	1898	---	1st Mortgage	172,500	6 Jan. & July.	Boston	1881	---
2d Mortgage, "						New Brunswick and Canada:	972,000	6* May & Nov.	London	1867	---
Mil. & Prairie du Chien (M&StP):	3,674,000	8* Feb. & Aug.	New York	1898	---	Newburg & New York (Erie):	250,000	7 Jan. & July.	New York	1889	---
1st Mortgage, (assumed)	1,315,000	7.3 " " "	"	1898	---	1st Mortgage for \$600,000					
2d Mortgage, (")						New Canaan:	75,156	7 April & Oct.	New York	1889	---
Milwaukee and St. Paul:	5,502,000	7 Jan. & July.	New York	1893	95	1st Mortgage					
1st Mortgage	791,500	8 May & Nov.	"	1874	---	Newcastle and Beaver Valley:	91,800	7 May & Nov.	Philadelphia	1882	---
1st Mort. (Iowa and Minn. Div.)	3,798,000	7 Jan. & July.	"	1897	91	1st Mortgage for \$150,000	150,000	7 May & Nov.	New Haven	1888	---
1st Mortgage (Minn. Cent.)	207,000	7 " " "	"			1st Mortgage for \$150,000	2,200,000	7 May & Nov.	New Haven	1889	---
1st Mortgage (Iowa & Dak.)	1,008,000	7 " " "	"			1st Mort. for \$3,000,000, tax free.	2,200,000	6 Jan. & July.	"	1891	---
1st Mortgage (P. du C. Div.)	3,674,000	8 Feb. & Aug.	"	1898	108	2d Mortgage for \$1,500,000					
2d Mortgage (P du C. Div.)	1,315,000	7.3 " " "	"	1898	98	New H. & Northampton (Canal):	1,000,000	7 Jan. & July.	New York	1899	---
2d Mortgage 370 miles	1,191,000	7 April & Oct.	"	1884	85	1st Mortgage	400,000	6 April & Oct.	"	1890	---
Income Mortgage	20,000	7 Jan. & July.	"			New Jersey (Pennsylvania):					
Milwaukee City Loan	233,000	7 March & Sept.	"	1873	---	1st Loan	300,000	6 Feb. & Aug.	New York	1875	---
Milwaukee and Western bonds	234,000	7 Jan. & July.	"	1891	---	2d Loan	450,000	6 " "	"	1878	---
Real Estate Purchase	148,500	7 various	"			3d (State Loan):	100,000	6 " "	"	1887	---
Incumbrances assumed	33,339	7 " " "	"			New Jersey Midland (N.Y. & O.M.):	3,000,000	7* Jan. & July.	New York	1895	---
Mineral Point:						1st Mortgage	400,000	7 " "	"	1891	---
1st Mortgage, Dec. 21, 1868.	320,000	10 Jan. & July.	New York	1890	---	2d Mortgage					
Minnesota and North Western:						New Jersey Southern:					
1st Mort. sinking fund...gold	20,000pm	7* Jan. & July.	New York	1895	---	1st Mortgage of Sept. 19, 1869	2,000,000	7 May & Nov.	New York	1889	81
Mississippi Central:						1st Mortgage (Tom's Riv. Br.):	120,000	6 Feb. & Aug.	"	1890	---
1st Mortgage (Miss. Cen.)	1,354,000	7 May & Nov.	New York	1873	---	New Jersey West Line:					
2d Mortgage (")	2,000,000	8 Feb. & Aug.	"	1876	---	1st Mort. for \$3,000,000...gold					
1st Mort. (Miss. Cen. & Tenn.)	25,000	6 April & Oct.	"	1863	---	New London Northern:					
Tennessee Loan bonds	1,278,960	6 Jan. & July.	"	1892	---	1st Mortgage	51,000	7 June & Dec.	New London	1875	---
Mississippi, Ouachita & Red Riv.:						1st Mortgage, Extended	370,000	7 March & Sept.	"	1885	---
1st Mortgage...gold	12,000pm	7* & —	New York	1900	---	Consol. Mortgage	230,000	7 April & Oct.	New York	1888	---
Land Mort. (257,000 acres)...gold	1,000,000	7* & —	"	1900	48	New O., Baton-Rouge & Vicksburg:	12,500pm	8* — & —	New York	1910	---
Arkansas State Loan	10,000pm	7 — & —	"	1900		1st Mortgage	12,500pm	8* — & —	"	1910	---
Mississippi and Tennessee:						N. Orleans, Jackson & Gt. N. R.:					
1st Mortgage of April 1, 1856.	600,000	7 April & Oct.	New York	1876	---	1st Mortgage of July 1, 1856...gold	3,000,000	8* Jan. & July.	Lond. & N. Y.	1886	---
Consolidated Mortgage of 1866.	1,178,500	8 March & Sept.	"	181-93	---	2d Mortgage of Oct. 1, 1860...gold	1,500,000	8* April & Oct.	New York	1890	---
Mississippi River:						Income Mortgage of 1870...gold	2,000,000	7* — & —	New Orleans	1890	---
1st Mortgage	17,000pm	7 — & —	New York	---		City Extension Mort.	1,000,000	7* — & —	"	1890	---
Mississippi, Iowa & Nebraska:						New Orleans, Mobile and Texas:					
1st Mort. of June 1, 1870...gold		7* June & Dec.	New York	1910	---	1st Mortgage, skg fd, 227 m...gold	12,500pm	7* Jan. & July.	N.Y. or Lond.	1915	---
Missouri, Kansas and Texas:						1st Mortgage, skg fd, 227 m...cur.	12,500pm	8* " "	New York	1915	---
1st M. R.R. & land (U.P.S.B. & SF)	4,145,000	6 Jan. & July.	New York	1899	---	2d Mortgage on 227 miles...cur.	12,500pm	8* " "	"	1915	---
2d M. (Teho & Nesho) S.F. gold	2,000,000	7* June & Dec.	"	1903	---	New Orleans and Selma:					
Consol. L.G. S.F. (\$14,000,000 g'd)	1,605,000	7* Feb. & Aug.	"	1904	---	1st Mort. endor. by Aln.	16,000pm	8 Jan. & July.	New York	1900	---
Missouri River, Ft. Scott & Gulf:						New York and Boston:					
1st Mortgage of Jan. 1, 1869.	5,000,000	10 Jan. & July.	New York	1899	93	1st Mortgage	3,000,000	7* May & Nov.	N.Y. or Lond.	1889	---
2d Mortgage of April 15, 1870.	1,400,000	10 April & Oct.	"	1890	91						
Missouri Valley (K.C.S. & C.B.):						New York Central:					
1st Mortgage on 61 miles.	1,500,000	7 Feb. & Aug.	Boston	1893	---	Debt Certif. & Premium Bonds	5,936,626	6 May & Nov.	New York	1883	92
1st Mortgage	1,000,000	7* " "	"	1893	---	Bonds for Debts assumed	1,514,000	7 May & Nov.	"	1876	101
Mobile & Alabama Grand Trunk:						Bonds for B. & N. Falls R.R.S.:	76,000	6 Feb. & Aug.	"	1883	---
1st Mort. endorsed by Aln.	16,000pm	8 Feb. & Aug.	New York	---		Bonds for railroad stocks	592,000	6 " "	"	1883	---
Mobile Lo'n\$1,500,000 end'd by Co.	1,500,000	8 — & —	"			Bonds for real estate	162,000	6 " "	"	1883	---
Mobile and Girard:						Bonds and mortgages for R. E.	22,800	7 var.	"	var.	var.
1st Mortgage	377,500	7 Jan. & July.	New York	1877	---	Bonds Convertible till Aug. 1, '69	195,000	7 Feb. & Aug.	"	1876	94
2d Mortgage, endorsed by Aln.	300,000	7 " "	"			Bonds in place of bonds of 1854.	2,900,000	6 June & Dec.	"	1887	94
Plain Bonds	33,500	7 — & —	Mobile	---		1st Mort. (Hudson Riv. R.R.):	200,000	7 Feb. & Aug.	"	1870	---
Mobile and Montgomery:						2d Mort. (")	1,891,000	7 June & Dec.	"	1885	106
1st Mortgage of 1868.	1,250,000	8 May & Nov.	New York	1888	---	3d Mort. (")	180,000	7 May & Nov.	"	1875	103
Mobile and Ohio:						Conv. B'ds (")	8,000	7 " "	"	1867	---
1st Mortgage	5,470,000	5* May & Nov.	New York	1882	---	New York and Fort Lee (Erie):					
1st Mortgage	5,470,000	6* May & Nov.	London	1882	---	1st Mortgage	20,000	7 Jan. & July.	New York	1888	---
Interest bonds (10 years)	803,700	8 " "	New York	1878	---	New York & Flushing (F. & N. S.):					
Interest bonds 2nd issue	377,900	8 " "	"	1883	---	1st Mortgage	135,000	7 — & —	New York	1876	---
Interest bonds sterling	755,400	6* " "	London	1883	---						
Income Mortgage	1,151,000	8 various.	New York	1883	---	New York and Harlem:					
Montgomery & Erie (Erie):						1st Mortgage of 1853	3,000,000	7 May & Nov.	New York	1873	100
1st Mortgage	177,000	7 Jan. & July.	New York	1886	---	4th Mortgage of 1861	99,500	7 June & Dec.	"	1871	---
Montgomery and Eufala:						Consolidated mortgage of 1863	1,767,000	6 Feb. & Aug.	"	1893	96
1st Mortgage of 1866, endorsed	640,000	8 March & Sept.	New York	1886	---	Sinking Fund mortgage of 1861	112,305	7 Jan. & July.	"	1881	---
1st Mortgage of 1870, endorsed	300,000	7 June & Dec.	"	1900	---	Bonds of 1853, unsecured	106,000	7 " "	"	1872	---
Montgomery & West Point (Wtn):						N. York, Housatonic & Northern:					
Mortgage of 1856.	16,000	8 Jan. & July.	New York	Due.	---	1st Mortgage	141,500	7 — & —	New York	1889	---
1st Mortgage	450,000	8 " "	"	1870	---	New York & Oswego Midland:					
1st Mortgage	298,000	8 " "	"	1876	---	1st Mort. for \$8,000,000...gold	3,800,000	7* Jan. & July.	New York	1894	---
2d Mortgage	264,000	8 " "	"	1881	---	New York, Providence & Boston:					
Income Mortgage	594,600	8 various.	Montgomery	var.	---	1st Mortgage	83,000	6 Feb. & Aug.	New York	1873	---
Montreal & Champlain:						1st Mortgage	80,000	6 " "	"	1878	---
1st Mortgage Sterling £181,400.	882,813	6 Jan. & July.	London	1890	---	Consol. Mort. for \$1,000,000...	512,000	7 Jan. & July.	"	1899	---
2d Mortgage	370,000	8 " "	New York	1879	---	Niles and New Lisbon:					
Morris and Essex:						1st Mortgage	500,000	7 — & —	Philadelphia	1889	---
1st Mortgage, Sinking Fund...	5,000,000	7 May & Nov.	New York	1914	104	Norfolk County (B. H. & Erie):					
2d Mortgage	3,000,000	7 Feb. & Aug.	"	1891	100	1st Mortgage, guaranteed	414,350	6 March & Sept.	Boston	1854	---
Convertible bonds	600,000	7 Jan. & July.	"	1900	---	Norfolk & Petersburg (A.M. & O.):					
Construction bonds	2,584,000	7 Feb. & Aug.	"	1889	93	1st Mortgage	110,500	7 Jan. & July.	New York	1877	---
Muscatine (South-Western):						1st Mortgage	396,000	8 " "	"	1877	---
1st Mortgage	330,000	7 Jan. & July.	Savannah	1887	---	2d Mortgage	416,000	8 " "	Norfolk	1893	---
Nashville and Chattanooga:						North Eastern:					
1st Mortgage, endorsed by Tenn.	1,546,000	6 Jan. & July.	New York	1890	---	Mortgage Bonds	89,500	8 May & Nov.	Shops, N. C.	1877	---
1st Mortgage not endorsed	23,000	6 " "	"	1890	---	Mortgage Bonds	193,500	8 " "	"	1877	---
Tenn. State Loan	150,000	6 " "	"	1892	---	Mortgage Bonds	209,000	8 " "	"	1888	---
Tenn. State Loan (Jasper Br.):	245,000	6 " "	"	1900	---	1st Mortgage	31,500	7 March & Sept.	Charleston	1869	---
Nashville and Decatur:						2d Mortgage	69,500	7 " "	"	1868	---
1st Mort. Tenn. State Loan...	2,020,042	6 Jan. & July.	New York	1892	---	General Mortgage 1st Preference	773,000	7 " "	"	1869	---
2d Mortgage	500,000	6 " "	"	1870	---	General Mortgage 2d Preference	141,500	7 " "	"	1869	---
Income Bonds (Tenn. and Ala.)	200,000	10 April & Oct.	"	1887	---	Funded Interest	117,405	7 " "	"	1875	---
Consol. for \$2,100,000 at 7% & gold	-----	7 — & —	"	1901	---						
National (N. Jersey):											
1st Mortgage for \$7,200,000	-----	7 — & —									

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
North Missouri:						Pemberton & N. York (N.J.S.):						
1st Mortgage of Jan. 1865	\$6,000,000	7	Jan. & July.	New York.	1895	95	1st Mortgage, guaranteed.....	\$375,000	7	Jan. & July.	New York.	1890
2d Mortgage of Oct. 1868.....	4,000,000	7	April & Oct.	"	1888		Peninsular (O. & N. W.):	855,000	7	March & Sept.	New York.	1898
3d M. of Oct. 1869 (7 p.c. after 5 yrs)	3,000,000	10	"	"	1888		1st Mortgage, guaranteed.....					91
North Pennsylvania:						Peninsular (Mich. Ind. & Ill.):						
1st Mortgage.....	2,250,000	8	Jan. & July.	Philadelphia.	1885	102	1st Mortgage.....gold	1,800,000	7*	May & Nov.	New York.	1899
Chattel Mortgage.....	360,000	10	April & Oct.	"	1877	110	Pennsylvania and New York:	1,800,000	7	June & Dec.	Philadelphia.	1896
2d Mortgage.....	1,246,000	7	May & Nov.	"	1896	97	1st Mortgage.....	1,500,000	7	"	"	1906
Northern Central:						1st Mortgage.....						
1st Mortgage, Md. State loan.....	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.		Penobscot and Kennebec (M. C.):					
2d Mortgage.....	2,500,000	6	Jan. & July.	"	1885	94	1st Mortgage (Bangor Loan):	577,000	6	April & Oct.	Bangor.	1872
3d Mortgage.....	1,223,000	6	April & Oct.	"	1900	88	2d Mortgage.....	159,500	6	Feb. & Aug.	Boston.	1870
3d Mortgage (York & Cumb. RR).....	500,000	6	Jan. & July.	"	1877	98	Peoria & Bureau Vaile (C.R.I. & P.):	600,000	8	Jan. & July.	New York.	1877
Consol. Mort. of July 1868.....	2,019,000	6*	"	"	1900	96	Peoria & Hannibal (C. B. & Q.):					
Income conv. of April 1, 1870.....	475,000	7	April & Oct.	"	1880		1st Mortgage, tax free.....	600,000	8	Jan. & July.	Boston.	1878
Northern New Hampshire:						Peoria, Pekin and Jacksonville:						
1st Mortgage.....	115,000	6	April & Oct.	Boston.	1874		1st Mort. of May 1, 1867.....	1,000,000	7	Jan. & July.	New York.	1894
Northern New Jersey (Erie):							2d Mort. of Oct. 1, 1870, tax free.....	1,000,000	7	April & Oct.	"	1900
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1878		Peoria and Rock Island:					
Northern Pacific:						1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1900	
1st Mort. on R.R. & lands...gold	50,000pm	7.5	Jan. & July.	New York.	1900		1st Mortgage.....	610,200	6	April & Oct.	Philadelphia.	1897
North Western Virginia:							1st Mortgage.....	100,000	6	— & —	New York.	1886
2d Mortgage (assumed B. & O.):	458,500	6	Jan. & July.	Baltimore.	1873		Perkiomen (Phila. & Rds.):					
3d Mortgage (").....	140,000	6	"	"	1885		1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1895
Norwich and Worcester:							Perth Amboy and Woodbridge:					
1st Mort. State Loan.....	400,000	6	Jan. & July.	Boston.	1877		1st Mortgage, guaranteed.....	100,000	6	— & —	Petersburg:	
Plain bonds.....	59,000	7	June & Dec.	"	1874		Mortgage Bonds.....	3,094	6	Jan. & July.	New York.	1871
Steamboat bonds.....	45,600	7	Feb. & Aug.	"	1870		Mortgage Bonds.....	25,500	6	"	"	1865
Construction bonds.....	250,000	7	Jan. & July.	"	1877		Mortgage Bonds.....	266,500	8	"	"	79-95
New bonds of 1870.....	22,000	7	"	"	1890		Philadelphia and Baltimore Cent.:					
Nyack and Northern:							1st Mortgage (Penn. Div.):	800,000	7	Jan. & July.	Philadelphia.	1879
1st Mortgage.....	100,000	7	Jan. & July.	New York	1890		1st Mortgage (Md. Div.):	300,000	6	"	"	1891
Oakland & Ottawa (D. & M.):							1st Mortgage.....	5,000,000	6	March & Sept.	Philadelphia.	1881
1st Mortgage (assumed) sterling.....	150,867	6*	May & Nov.	London.	1873		2d Mortgage.....	3,000,000	7	Jan. & July.	"	1888
1st Mortgage (") dollar.....	51,000	7	"	New York.	1873		3d Mortgage.....	3,598,000	6	"	"	94
Ogdensburg and Lake Champlain:							1st Mortgage (Sunbury & Erie):	1,000,000	6	April & Oct.	"	1920
1st Mort. conv. into pref. stock.....	4,600	7	Jan. & July.	Boston.	1869		Philadelphia, Germant. & Norist.:					
2d Mort. conv. into com. stock.....	25,200	7	April & Oct.	"	1861		1st Mort. Convertible.....	25,400	6	Jan. & July.	Philadelphia.	1882
Equipment mortgage of 1868-69	500,000	8	Jan. & July.	"	1879		Philadelphia and Reading:					
Ohio and Mississippi:							Debenture Loan of 1861.....	100,000	6	Jan. & July.	Philadelphia.	1871
1st Mortgage, (E. Div.):	2,050,000	7	Jan. & July.	New York.	1872		Debenture Loan of 1868.....	1,121,000	6	"	"	1893
1st Mortgage, (W. Div.):	850,000	7	"	"	1872		Debenture Loan of 1870.....	2,625,000	7	"	"	1890
2d Mortgage, (W. Div.) conv.....	534,000	7	"	"	1874		Mortgage Loan of 1857, conv.	143,500	6	"	"	1886
Income Mort. (W. Div.):	221,500	7	April & Oct.	"	1882		Mort. Loans of 1843-44-48 & 49.....	1,521,000	6	"	"	1890
Funded Debts Mort. (W. Div.):	16,500	7	"	"	1882		Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893
Consolidated Mort.	2,761,000	7	Jan. & July.	"	1898		Sterling Loan of 1836.....	182,400	5*	Jan. & July.	London.	1880
Consolidated Mort. (sterling).....	101,850	7	"	London.	1898		Sterling Loan of 1843.....	976,800	6*	"	"	1880
Oil Creek and Allegheny River:							Sterling Loan of 1838.....	288,000	7*	"	"	72-77
1st Mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896		Philadelphia, Wilmington & Balt.:					
1st Mortgage.....	580,000	7	April & Oct.	"	1882		Mortgage, convertible.....	349,000	6	Jan. & July.	Philadelphia.	1884
1st Mortgage.....	200,000	7	June & Dec.	"	1871		Plain Bonds.....	6,207,000	7	Feb. & Aug.	Philadelphia.	1890
2d Mortgage.....	71,000	7	May & Nov.	"	1871		Plain Bonds.....	3,820,000	6	March & Sept.	"	74
Consolidated Mortgage.....	819,000	7	"	"	1888		1st Mortgage, tax free.....	4,000,000	7	Jan. & July.	Baltimore.	1898
Old Colony and Newport:							2d Lien Balt. Loan.....	1,000,000	6	"	"	96
Plain Bonds.....	1,338,000	7	Feb. & Aug.	Boston.	1877		Turtle Creek Div. bonds.....	400,000	6	Feb. & Aug.	New York.	1889
Plain Bonds.....	1,000	6	March & Sept.	"	1874		Real Estate bonds.....	100,000	6	various.	Baltimore.	1883
Plain Bonds.....	485,000	6	April & Oct.	"	1875		Pittsburg, Ft. Wayne & Chicago:					
Plain Bonds.....	1,000,000	6	March & Sept.	"	1876		1st Mortgage (Series A.):	875,000	7	Jan. & July.	New York.	1912
Plain Bonds.....	34,000	6	"	"	1884		1st Mortgage (Series B.):	875,000	7	Feb. & Aug.	"	106
Omaha and Southwestern:							1st Mortgage (Series C.):	875,000	7	March & Sept.	"	106
1st Mort. (North Platte Div.):	300,000	8	June & Dec.	New York.	1890		1st Mortgage (Series D.):	875,000	7	April & Oct.	"	106
Orange, Alexandria & Manassas:							1st Mortgage (Series E.):	875,000	7	May & Nov.	"	106
1st Mort. (Alex. to Gordonsville):	400,000	6	May & Nov.	New York.	1873		1st Mortgage (Series F.):	875,000	7	June & Dec.	"	106
2d Mort. (Charlotte to Lynchb.):	1,155,500	6	Jan. & July.	"	1875		2d Mortgage (Series G.):	860,000	7	Jan. & July.	"	106
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873		2d Mortgage (Series H.):	860,000	7	Feb. & Aug.	"	106
4th Mort. " "	574,000	7	March & Sept.	Alexandria.	1880		2d Mortgage (Series I.):	860,000	7	March & Sept.	"	106
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882		2d Mortgage (Series K.):	860,000	7	April & Oct.	"	106
Va. State Loan.....	249,962	7	"	"	1893		2d Mortgage (Series L.):	860,000	7	May & Nov.	"	106
Osage Valley & Southern Kansas:							2d Mortgage (Series M.):	860,000	7	June & Dec.	"	106
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888		3d Mortgage.....	2,000,000	7	April & Oct.	"	106
Oswego and Rome (B.W. & O.):							Bridge (O. & P. R. R.) bonds.....	153,000	7	May & Nov.	"	106
1st Mortgage guar.....	500,000	7	May & Nov.	New York.	1916		Equipment Mort. of Mar. 1, 1869.....	1,000,000	8	March & Sept.	"	106
Income Mortgage guar.....	112,100	6	Feb. & Aug.	"	1891		Construction bonds of Jan. 1, '70.....	100,000	7	Jan. & July.	"	106
Oswego and Syracuse (D. L. & W.):							Port Huron & Lake Michigan:					
1st Mortgage, guaranteed.....	112,000	7	May & Nov.	New York.	'70-'80		1st Mortgage of May 1, 1869.....	1,800,000	7*	May & Nov.	New York.	1899
2d Mortgage, guaranteed.....	375,000	7	"	"	1885		2d Mortgage.....	224,800	6	April & Oct.	Portland.	1883
Ottawa, Oaw. & Fox R. V. (C.B. & Q.):							3d Mortgage.....	22,648	6	"	Boston.	1883
1st Mort., traffic guar. & tax free.....	1,200,000	8	Jan. & July.	Boston.	1890		1st Mortgage.....	790,700	6	"	"	1895
Owensboro' and Russellville:							1st Mortgage.....	100,000	6	— & —	Portland.	
1st Mortgage.....	200,000	6	April & Oct.	New York.	1886		Stock certificates (Yarmouth):	202,400	6	April & Oct.	Portland.	
Pacific of Mo.:							Portland and Oxford Central:					
1st Mort., construction (Dresden):	74,000	6*	Feb. & Aug.	New York.	1880		1st Mortgage of 1863.....	250,000	6	— & —	Portland.	1883
1st Mortgage.....	7,000,000	6*	Jan. & July.	St. Louis.	var.		1st Mortgage.....	345,500	7	June & Dec.	New York.	1899
Real Estate Bonds.....	500,000	10	various.	"	"		1st Mortgage, guaranteed.....	800,000	7*	Jan. & July.	New York.	1910
St. Louis County Loan.....	700,000	6	Feb. & Aug.	"	'71-'73		1st Mort. conv. & tax free...gold	55,000	8	June & Dec.	Providence.	1877
Panama:							1st Mortgage of 1868.....	1,500,000	7*	May & Nov.	Lond. & N. Y.	1899
Sterling Bonds £152,775 at 4.5%.	740,950	7*	Feb. & Aug.	London.	1872		1st Mortgage.....	2,500,000	7*	May & Nov.	Providence.	1877
Sterling Bonds £19,350 at 4.5%.	93,847	7*	April & Oct.	"	1875		1st Mortgage.....	200,000	6	— & —	Boston.	1899
Sterling Bonds £597,800 at 4.5%.	3,869,330	7*	"	"	1897		1st Mortgage.....	790,700	6	"	"	1895
Paterson and Newark (Erie):							1st Mortgage.....	100,000	6	— & —	Portland.	
Paterson and Ramapo (Erie):							Stock certificates (Yarmouth):	202,400	6	April & Oct.	Portland.	
Paterson and Junc. & Decatur (T.W. & W.):							Portland and Oxford Central:					
1st Mortgage.....	16,000pm	7*	Feb. & Aug.	New York.	1901		1st Mortgage of 1863.....	250,000	6	— & —	Portland.	1883
Pemberton & Hightstown (O & A.):							1st Mortgage.....	345,500	7	June & Dec.	New York.	1899
1st Mortgage endorsed.....	160,000	7	Jan. & July.	New York.	1877		1st Mortgage, guaranteed.....	800,000	7*</			

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Reading and Columbia (P. & R.):						Savannah and Charleston:					
1st Mortgage, guaranteed.....	\$650,000	7	March & Sept.	Philadelphia.	1882	1st Mortgage (Sav. & Char. R.R.)	\$406,500	7	Jan. & July.	New York.	1889
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	"	1884	Bonds (C. & S.R.R.) guar by S.C.	505,000	6	May & Nov.	Charleston.	1870
Rensselaer and Saratoga:						Int. b'ds (C. & S.R.R.) guar by S.C.	245,745	7	"	"	1889
1st Mortgage.....	150,000	7	Jan. & July.	New York	1878	1st Mort. guar by Ala....gold	16,000pm	8*	May & Nov.	New York.	1890
2d Mortgage.....	300,000	7	"	"	1884	Schenectady and Susquehanna:					
3d Mortgage.....	150,000	7	"	"	1887	1st Mortgage tax free....gold	350,000	7*	Jan. & July.	New York.	1900
1st Mortgage (S. & W.) assumed.....	400,000	7	March & Sept.	"	1886	Schuylkill and Susquehanna:					
1st Mort. (T. S. & R.) assumed.....	500,000	7	May & Nov.	"	1890	1st Mortgage, May 1, 1868.....	97,006	6	May & Nov.	Philadelphia.	1876
1st Mortgage (G.F. & Br.) assumed.....	125,000	7	Jan. & July.	"	1894	Scioto & Hocking Valley (M. & C.):					
Richmond and Danville:						1st Mort., assumed by M. & C.C.	300,000	7	May & Nov.	Baltimore.	1896
Virginia skg fund Loan.....	600,000	6	Jan. & July.	New York.	1880	1st Mortgage.....	210,000	7	— & —	Philadelphia.	1800
1st Mortgage, guar. by Va.....	158,100	6	"	"	1875	1st Mortgage, guar. by Ala....gold	16,000pm	8*	— & —	New York.	1890
Consolidated, Mort.....	1,722,600	6	May & Nov.	N. Y. & Rich.	75-'90	Seaboard and Roanoke:					
4th Mortgage.....	64,500	6	—	Richmond.	73-'75	1st Mort. and Gulf:					
Bonds to Roanoke Val. R.R. Co.	129,600	6	Feb. & Aug.	"	71-'76	1st Mortgage, guar. by Ala....gold	16,000pm	8*	— & —	New York.	1889
Rich, Fredericksburg & Potomac:						1st Mortgage, guar. by Ala....gold	16,000pm	8*	— & —	Sealma, Marion and Memphis:	
Sterling Bonds.....	67,777	6*	Jan. & July.	London.	1875	1st Mortgage, guar. by Ala....gold	16,000pm	8*	— & —	Sealma, Marion and Memphis:	
Dollar Bonds.....	124,489	6	"	Richmond.	var	1st Mortgage, guar. by Ala....gold	16,000pm	8*	— & —	Sealma, Marion and Memphis:	
Dollar Bonds.....	274,228	7	"	"	var	1st Mortgage (3d series).....	798,830	6	various.	— & —	var
Richmond and Petersburg:						1st Mortgage, guar. by Ala....gold	16,000pm	8*	— & —	Sealma, Rome and Dalton:	
Mortgage (old) various.....	151,296	var	various.	N. Y. & Rich.	var	1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887
Mortgage of April 1, 1870.....	175,000	8	April & Oct.	"	"	2d Mortgage.....	6,000,000	7	— & —	"	1888
Richmond and York River:						Shamokin Valley & Pottsv.(N.C.):					
1st Mortgage (new).....	600,000	8	Jan. & July.	New York.	1898	1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Baltimore.	1872
Roanoke Valley (R. & Dan.):						Sheboygan and Fond du Lac:					
1st Mortgage, guaranteed.....	129,600	6	Feb. & Aug.	Richmond.	71-'76	1st Mortgage.....	750,000	7	June & Dec.	New York.	1884
Rochester & Genesee Val. (Erie):						Shenango and Allegheny:					
1st Mortgage, guaranteed.....	70,000	6	Jan. & July.	New York.	1876	1st Mort. of Oct. 1, 1869.....	520,000	7	April & Oct.	Philadelphia.	1889
Rockford, R. Island & St. Louis:						Shore Line (N. Y. & N. H.):					
1st Mortgage, conv. S.F. tax free.....	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	1st Mortgage, guaranteed.....	200,000	7	March & Sept.	New York.	1880
Rocky River:						Siou City and Pacific:					
1st Mortgage, of Oct. 1, 1868.....	30,000	7	April & Oct.	Cleveland.	1873	1st Mortgage Jan. 1, 1868....gold	1,628,000	6*	Jan. & July.	New York.	1868
Rome, Watertown & Ogdensburg:						2d Mortgage (U.S. subsidy)....cur	1,628,320	6	"	"	1868
1st Mortgage (skg Fund).....	632,500	7	June & Dec.	New York.	1891	Sioux City and St. Paul:					
1st Mort. (W. & R.) Skg Fund.....	796,900	7	March & Sept.	"	1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	1888	
1st Mort. (Potsdam & Watert.):	345,500	7	June & Dec.	"	1st Mortgage (Mc. Central):						
Rondout and Oswego:						1st Mortgage, June 1, 1871....gold	450,000	7*	June & Dec.	Boston.	1891
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1890	Sterling Loan Bonds.....	1,492,016	5*	Jan. & July.	London.	1888
Rutland (Verm. Central):						Domestic Bonds (H) 1866-'67....	306,500	7	April & Oct.	Charleston.	171-'72
Equip. Bonds of May 1, 1870....	500,000	7	May & Nov.	Boston.	1880	Domestic Bonds (G) 1862-'67....	342,500	6	Jan. & July.	"	173-'74
Equip. Bonds of Sept. 1, 1870....	500,000	8	March & Sept.	"	1880	Domestic Bonds (K) Jan. 1868....	1,272,000	7	April & Oct.	"	188-91
Rutland & Burlington (Rutland):						Domestic Bonds (special) Sep.'66....	76,000	6	Jan. & July.	"	180-'92
1st Mort. conv. into pref. stock.....	70,000	7	Feb. & Aug.	Boston.	1863	Real Estate Mortgage.....	80,733	7	various.	"	171-'91
2d Mort. conv. into com. stock.....	67,000	7	"	"	1868 (L.):	800,500	7	Jan. & July.	New York.	182-'88	
Saint Croix and Penobscot:						South Georgia & Florida (A. & G.):					
1st Mort. (Cal. & Barling R.R.):	95,200	6	Jan. & July.	Calais, Me.	1879	1st Mort. assumed by Atl. & Gulf	404,000	7	— & —	New York.	1890
2d Mort. (" "):	17,500	6	"	"	2d Mort. " " "	200,000	7	— & —	"	1890	
Calais Loan to Lewey's Isl. R.R.:	130,000	6	June & Dec.	"	South Mountain Iron:						
St. Joseph & C.B.(K.C.S.J. & C.B.):						1st Mortgage, Dec. 1, 1868.....	200,000	6	June & Dec.	Philadelphia.	1888
1st Mortgage (80 m. in Missouri).....	1,400,000	10	March & Sept.	Boston.	1892	2d Mortgage, Mar. 1, 1869.....	181,000	7	March & Sept.	"	1884
2d Mortgage (" "):	339,500	8	June & Dec.	"	South and North Alabama:						
St. Joseph & Denv. C.(E.D.112m.):						1st Mort., endor by Ala., tax free	22,000 pm	8*	Jan. & July.	New York.	1890
1st Mort. of Aug. 14, 1869 free.....	1,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1890	South Pacific (Atl. & Pac.):					
St. Joseph & Denv. C.(W.D.160m.):	5,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1900	1st Mort. assumed by A. & P.	7,250,000	6*	Jan. & July.	New York.	1888
St. Lawrence & Industry (Can.):						1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880
1st Mortgage.....	250,000	8	Feb. & Aug.	London.	1887	1st Mortgage, (S. L. L.):					
St. Louis, Alton and Terre Haute:						1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887
1st Mortgage (Series A) skg f'd.....	1,100,000	7	Jan. & July.	New York.	1894	South Side, Va. (A.M. & O.):					
1st Mortgage (Series B) skg f'd.....	1,100,000	7	April & Oct.	"	1894	1st Mort., consol. 1st pref.....	581,000	8	Jan. & July.	New York.	184-'90
2d Mortgage preferred (Series C).....	1,400,000	7	Feb. & Aug.	"	1894	1st Mort., consol. 2d pref.....	619,300	6	"	"	184-'90
2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	"	1894	4th Mortgage, consol. 3d pref.....	458,100	6	"	"	184-'90
2d Mortgage Income (Series E).....	1,700,000	7	"	"	1894	Va. State Loan (net).....	708,102	6	"	"	long
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	Southern Central:					
St. Louis, Coun. Bluffs & Omaha:						1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900
1st Mortgage, guaranteed....gold	16,000pm	7*	Jan. & July.	New York.	1901	Southern Iowa and Cedar Rapids:					
St. Louis and Iron Mountain:						1st Mortgage.....	1,500,000	7*	May & Nov.	New York.	1900
1st Mortgage of Aug. 1, 1867 gold.....	4,000,000	7*	Feb. & Aug.	New York.	1892	1st Mortgage.....	1,500,000	7*	— & —	New York.	1888
St. Louis, Jacksonville & Chicago:						Southern Minnesota:					
1st Mortgage of Mar. 1, 1864....	2,365,000	7	April & Oct.	New York.	1894	1st Mort., Apr. 1, 1868 tax free..	20,000pm	7	April & Oct.	New York.	1888
2d Mortgage of May 1, 1878....	380,000	7	Jan. & July.	"	1898	Southern (Cal.) Pacific:					
St. Louis, Lawr. & Denv.(Pacific):						1st Mortgage for \$28,000,000 gold.....		6*	Jan. & July.	New York.	1901
1st Mortgage, guaranteed....gold	1,020,000	6*	Jan. & July.	New York.	1901	Southern Pennsylvania:					
St. Louis and Santa Fe:						1st Mort. March 1, 1870....gold	571,500	7*	March & Sept.	Philadelphia.	1890
1st Mortgage.....	20,000pm	7	Jan. & July.	St. Louis.	1891	2d Mort. Sept. 1, 1870....gold	80,000	7	"	"	1880
St. Louis and South Eastern:						South Western (Cen. of Ga.):					
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	Mortgage Bonds, various.....	399,000	7	various.	Macon.	177-'80
St. Louis and St. Joseph (N. Mo.):						Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	1888
1st Mort. of Nov. 2, 1868 guar....gold	1,000,000	6*	May & Nov.	New York.	1893	Spartanburg and Union:					
St. Louis, Van. & T. H. (T. H. & I.):						1st Mortgage, end. by S. Car.	350,000	7	Jan. & July.	Charleston.	1876
1st Mortgage, S. F., guaranteed.....	1,900,000	7	Jan. & July.	New York.	1897	1st Mortgage not endorsed.....	198,370	7	"	"	1888
2d Mortgage, S. F., guaranteed.....	2,600,000	7	April & Oct.	"	1897	Springfield & Illinois S. Eastern:					
St. Paul and Chicago (M. & St. P.):						1st Mortgage.....	15,000pm	7*	Jan. & July.	New York.	1890
1st Mort. of 1870....gold	3,000,000	7*	J. A. J. & O.	New York.	1900	Staten Island:					
St. Paul and Pacific 1st Division:						1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886
1st Mort. (St. P. to Anth. 10m.):	120,000	8	March & Sept.	New York.	1892	Sterling Mountain:					
1st Mort. (St. Paul to Wab. 80m.):	700,000	7	Jan. & July.	"	1892	1st Mortgage.....	350,000	7	— & —	New York.	1874
Land Grant & 2d Mort. (80 m.):	1,200,000	7	June & Dec.	"	1892	1st Mortgage, extended.....	500,000	6	Jan. & July.	Boston.	1875
General Mort. R.R. & L. #2,020,000						2d Mortgage, extended.....	250,000	6	Feb. & Aug.	"	1880
General Mort. R.R. & L. #2,020,000	780,000	7*	"	London.		Sullivan & Erie:					
1st M. (W. Line & L.) for \$3,000,000						1st Mortgage, skg fund conv.....	1,000,000	7	May & Nov.	New York.	1886
2d M. (W. Line & L.) for \$6,000,000						Summit Branch:					
St. Paul and Sioux City:						1st Mortgage.....	201,000	6	Jan. & July.	Philadelphia.	1875
Land Stock on 400,000 acres....	2,400,000	8	J. A. J. & J.	New York.		Sussex:					
Salem (W. Jer.):						1st Mortgage.....	200,000	6	— & —	New York.	1888
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	1st Mortgage.....	200,000	6	— & —	New York.	1888
1st Mortgage guar (B. & L.):	226,900	6	Feb. & Aug.	Boston.	1878	3wedesboro (W. Jer.):					
Sand, Mansfield & Newark (B.O.):						1st Mortgage, guaranteed.....	171,000	6	— & —	Camden.	1888
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.</							

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.			Price.
			When.	Where	Due.					When.	Where	Due.	
Tioga:													
1st Mortgage.....	\$243,000	7	May & Nov.	New York.	1872	...	Western Union (M. & St. P.):	\$3,275,000	7	Feb. & Aug.	New York.	1896	...
Toledo, Peoria and Warsaw:							1st Mortgage for \$5,000,000						
1st Mortgage (E. Div.)	1,800,000	7	June & Dec.	New York.	1894	95	1st Mortgage.....	400,000	6	March & Sept.	Camden.	1885	...
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	"	1896	93	Loan of Mar. 1861, guar. by C. & A.	1,000,000	6	Jan. & July.	"	1896	86
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	"	1886	84	Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	102
Equipment sinking fund	94,000	8	Jan. & July.	"	1879	...	West Shore Hudson River:						
Consolidated Bond Class A.....	1,406,000	7	May & Nov.	"	1911	...	1st Mortgage.....	676,300	7	— & —	New York.	...	...
Toledo, Wabash and Western:							West Wisconsin:						
1st Mort. (Tol. & Ill. 75 m.)...	900,000	7	Feb. & Aug.	New York.	1890	97	1st M. L. G. stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	...
1st M. (L. Erie, W. & St. L. 167 m.)	2,506,000	7	"	"	1890	...	1st Mortgage.....	200,000	6	Jan. & July.	Philadelphia.	1888	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	95	Williamston and Tarboro:						
3d Mort. (Wab. & West. 167 m.)	1,500,000	7	"	"	1871	...	1st Mortgage coupon.....	350,000	8	May & Nov.	New York.	1900	...
Equip't Bonds (T. & W. 75m.)	600,000	7	"	"	1883	86	Wilm., Charlotte & Rutherford:						
Consol. M. (T. & W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	"	1907	93	1st mortgage.....	1,000,000	8	Jan. & July.	New York.	187-197	...
Decatur & East St. Louis 109 m.	2,700,000	7	"	"	1900	93	1st Mortgage, endor. by N. Car.	1,000,000	8	"	"	187-197	...
Troy and Boston:							Wilmington and Reading:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	...	1st Mortgage.....	2,250,000	7	April & Oct.	Philadelphia.	1900	100
2d Mortgage.....	306,000	7	April & Oct.	"	1885	...	2d Mortgage.....	282,200	7	Jan. & July.	"	1902	...
3d Mortgage.....	650,000	7	May & Nov.	"	1875	...	Wilmington and Weldon:						
Convertible Bonds.....	648,000	7	"	"	1882	...	Sterling Loan.....	576,888	6	Jan. & July.	London.	1881	...
Troy, Salem & Rutland (R. & Sar.):							Sterling Loan.....	197,777	7	May & Nov.	"	1885	...
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1894	...	Sinking Fund Bonds.....	710,000	7*	Jan. & July.	New York.	1896	95
Troy Union:							Winona & St. Peter (C. & N. W.):						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	...	1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	...	89
2d Mortgage, guaranteed.....	360,000	6	"	"	1878	...	2d Mortgage.....	12,000pm	7	May & Nov.	"	...	...
Union Pacific:							CANAL BONDS.						
1st Mortgage, tax free.....	27,237,000	6*	Jan. & July.	N.Y. & Boston	'95-'99	94	Chesapeake and Delaware:						
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1859	81	1st Mortgage.....	2,039,150	6	Jan. & July.	Philadelphia.	1886	94
Income Mortgage.....	10,000,000	10	March & Sept.	"	1874	86	Chesapeake and Ohio:						
2d Mortgage (U. S. subsidy).....	27,236,512	6	Jan. & July.	N.Y. & Boston	'95-'99	...	Maryland State Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	...
Union Pacific—Central Branch:							Sterling, Loan guaranteed.....	4,375,000	5*	"	London.	1890	...
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895	...	Preferred Bonds.....	1,629,500	6	Jan. & July.	Baltimore.	1885	...
2d Mortgage (U. S. subsidy).....	1,600,000	6	Jan. & July.	"	1896	...	Delaware Division (L. C. & W.):						
Union Pacific, E. D. (see K. Pac.):							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	...
Union Pacific, S. Br. (M. K. & T.):							Delaware and Hudson:						
1st M. R. R. 342m. & 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	...	Mortgage bonds tax free.....	1,500,000	7	May & Nov.	New York.	1877	...
Union and Titusville:							Mortgage bonds of 1870, tax free.....	3,500,000	7	Jan. & July.	"	1884	...
1st Mortgage.....	500,000	7	Jan. & July.	Philadelphia.	1890	...	Delaware and Raritan (See Camden and Abingdon R. R.):						
Utica and Black River:							Bonds (original).....	743,654	7	Jan. & July.	Philadelphia.	1865	...
1st Mortgage, July 1868.....	150,000	7	Jan. & July.	New York.	1878	...	Bonds for interest prior to 1850.....	161,960	7	"	"	1873	...
Vermont Central:							Lehigh Coal and Navigation:						
1st Mortgage.....	8,000,000	7	June & Dec.	Boston.	1886	80	1st Mortgage.....	5,656,277	6	J. A. J. & O.	Philadelphia.	1884	91
2d Mortgage.....	1,500,000	7	"	"	1891	31	Mortgage Loan.....	2,00,000	6	"	"	1897	94
Equip. Loans of 1866-'67.....	1,000,000	8	May & Nov.	"	1876-'77	100	Mortgage Loan.....	20,00,000	6	J. A. J. & O.	Philadelphia.	1884	91
Equip. Loans of 1867.....	1,000,000	8	"	"	1889	100	Gold Loan.....	4,944,000	6*	June & Dec.	"	1897	99
Stanstead, Shuford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	80	Gold Loan.....	1,942,000	6*	"	"	1894	98
Guar. Stock (Vt. & Co.).....	2,000,000	8	June & Dec.	"	1887	99	Convertible Loan.....	1,496,879	6	"	"	1877	90
Vermont and Massachusetts:							Monongahela Navigation:						
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	93	1st Mortgage.....	103,000	6	Jan. & July.	Pittsburg.	1887	...
Convertible tax free, bonds.....	200,000	7	"	"	1879	100	2d Mortgage.....	7,000	6	"	"	1875	...
Vermont Valley (Vt. Central):							Morris (and Banking):						
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	...	1st Mortgage.....	500,000	6	April & Oct.	Jersey City.	1884	96
1st Mortgage.....	114,000	6	"	Boston.	1860	...	2d Mortgage.....	285,000	6	"	"	1876	91
1st Mortgage.....	263,200	7	"	"	1859	...	Boat Loan, sinking fund.....	236,965	7	"	"	1886	98
Vicksburg and Meridian:							Dividend Script.....	103,164	7	— & —	"	1889	88
General Mort., 1st series (red)...	722,500	7	Jan. & July.	Philadelphia.	1890	...	Pennsylvania:						
" " 2d series (blue).....	850,000	7	"	"	1890	...	1st Mortgage.....	1,632,000	6	Jan. & July.	Philadelphia.	1887	77
" " 3d series (black).....	154,000	7	"	"	1890	...	Schuylkill Navigation:						
" (not endorsed).....	1,273,000	7	April & Oct.	"	1890	...	1st Mortgage.....	1,751,218	6	March & Sept.	Philadelphia.	1872	82
Special Loan.....	225,438	8	Jan. & July.	"	1890	...	2d Mortgage.....	4,006,670	6	Jan. & July.	"	1882	80
Vineyard:							Plain Bonds.....	171,354	6	— & —	"	1870	77
1st Mortgage.....	750,000	7	April & Oct.	New York.	1890	...	Improvement bonds.....	306,500	6	May & Nov.	"	1870	88
Virginia & Tennessee (A. M. & O.):							Boat and Car Loan 1863:	800,000	6	— & —	"	1888	77
1st Mortgage.....	494,000	6	Jan. & July.	New York.	1873	95	Boat and Car Loan 1864:	633,650	7	— & —	"	1889	88
2d Mortgage.....	4,000	6	"	"	1869	79	1st Mortgage.....	227,500	6	Jan. & July.	Philadelphia.	1894	77
3d Mortgage.....	900,000	6	"	"	1884	...	2d Mortgage.....	700,000	6	"	"	1885	...
Income Mortgage.....	113,000	6	"	"	1866	...	3d Mortgage stg.	872,667	6*	"	"	1878	...
4th Mortgage.....	846,000	8	"	"	1900	88	Tide-Water (Suaq. & Tide-W.):						
Registered Certificates.....	116,129	8	"	"	1890	...	1st Mortgage.....	97,510	6	Jan. & July.	Baltimore.	1894	...
Interest Funding Bonds.....	204,200	8	"	"	1890	...	2d Mortgage.....	300,000	6	"	"	1885	...
Wallkill Valley (20,000 per mile):							3d Mortgage.....	436,333	6	"	"	1878	...
1st Mortgage.....	350,000	7	April & Oct.	New York.	1910	...	Union:						
Ware River (N. & N.):							1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	18
1st Mortgage for \$1,000,000.....	239,300	7	Jan. & July.	Boston.	1890	...	West Branch and Susquehanna:						
Warren (D. L. & W.):							1st Mortgage, sinking fund.....	450,000	6	June & Dec.	Philadelphia.	1878	...
1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	...	2d Mortgage.....	297,000	6	May & Nov.	"	1888	...
Warwick Valley (Erie):							3d Mortgage.....	13,000	6	"	"	1868	...
1st Mortgage.....	35,000	7	April & Oct.	New York.	1890	...	Wyoming Valley (Penn.):						
Washington and Ohio:							1st Mortgage, assumed by Pa.	600,000	6	Jan. & July.	Philadelphia.	1878	96
1st Mortgage, for \$8,000,000.....	7	May & Nov.	New York.	1898	...	MISCELLANEOUS.							
Watertown & Rome (R. W. & O.):							American Dock & Improvement:						
2d Mortgage.....	3,000	7	March & Sept.	New York.	1871	...	1st Mort. guar. by C. R. R. Co.:	2,000,000	7	Jan. & July.	New York.	1886	100
Sinking Fund.....	796,900	7	"	"	1880	...	Consolidated (Md.) Coal:						
Westchester and Philadelphia:							1st Mortgage, convertible.....	750,000	7	Jan. & July.	New York.	1885	...
1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	100	Pennsylvania Coal:						
3d Mortgage (8 compromised).....	557,400	6	April & Oct.	"	1878	...	1st Mortgage.....	566,000	7	Feb. & Aug.	Philadelphia.	1881	...
Western Alabama:							Long Dock:						
Mortgage consolidated guar....	1,200,000	8	April & Oct.	New York.	1900	...	Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	95
1st Mortgage (before consolidated).....	600,000	8	"	"	1888	...	Mariposa:						
1st Mortgage (M. & W. Point R. R.):	750,000	8	Jan. & July.	"	1881	...	1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1881	...
Western (B. & Albany):							2d Mortgage.....	2,000,000	7	April & Oct.	"	1881	...
Sterling Bonds.....	1,619,520	5*	April										

RAILROAD SHAPE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad," A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics." State-owned Railroads are distinguished by a "1."

Abstract of General Balance Sheet.

Railroad.	Rolling Stock.			Property and Assets.			Liabilities.			Operations.			Earnings.			Value of Shares.			
	Companies.			Assets.			Accounts and Cash.			Passenger.			Net			Market.			
	Cars.	Freight.	B. M. E.	Railroad.	Rolling Stock.	Assets.	Stocks.	Bonds.	Accounts.	Surplus Income.	Number.	Tons.	Gross.	Freight.	Carried one mile.	Dividends.	Par.	pc.	
Sept. 30, 1870	100	00	00	56 Adirondack	3	2	56 Adirondack	1,250	30	9,881,918	405,771	685,940	18,116	100	100	100	100	100	
May 31, 1871	186,0	1,266,0	1,00	400 Alabama and Chattanooga	20	5	400 Alabama and Chattanooga	1,250	20	10,600,000	2,700,000	7,898,000	1,066,923	67,324	67,324	67,324	67,324	67,324	
June 30, 1870	142,0	220,0	12	273 Albany and Susquehanna	12	2	273 Albany and Susquehanna	1,250	12	862,644	2,256,350	7,611,000	414,921	164,0	470,339	11,299,585	880,713	100	100
Jan. 31, 1871	132,0	23,0	7	1,202 Allegheny Valley	12	2	1,202 Allegheny Valley	1,250	7	10,234,814	8,379	2,256,350	674,166	132,0	786,239	11,311,523	42,268,884	1,705,033	931,851
June 30, 1870	26,0	4,0	33,9	112,0	23	66 Atlantic and Gulf	1,250	23	10,234,814	8,379	2,256,350	674,166	132,0	786,239	11,311,523	42,268,884	1,705,033	931,851	
Dec. 31, 1871	187,0	4,0	10	233 Indianapolis and Elkhridge	5	8	233 Indianapolis and Elkhridge	1,250	5	600,000	425,000	1,256,000	150,000	68,0	130,949	20,5	50	100	100
Mar. 31, 1871	22,0	5,0	10	233 Atlantic and Elkhridge	5	8	233 Atlantic and Elkhridge	1,250	5	445,000	425,000	1,256,000	150,000	68,0	130,949	20,5	50	100	100
Dec. 31, 1871	23,0	5,0	10	233 Atlantic and Elkhridge	5	8	233 Atlantic and Elkhridge	1,250	5	445,000	425,000	1,256,000	150,000	68,0	130,949	20,5	50	100	100
Dec. 31, 1871	24,0	5,0	10	233 Atlantic and Elkhridge	5	8	233 Atlantic and Elkhridge	1,250	5	445,000	425,000	1,256,000	150,000	68,0	130,949	20,5	50	100	100
Dec. 31, 1871	25,0	5,0	10	233 Atlantic and Elkhridge	5	8	233 Atlantic and Elkhridge	1,250	5	445,000	425,000	1,256,000	150,000	68,0	130,949	20,5	50	100	100
Dec. 31, 1871	26,0	5,0	10	233 Atlantic and Elkhridge	5	8	233 Atlantic and Elkhridge	1,250	5	445,000	425,000	1,256,000	150,000	68,0	130,949	20,5	50	100	100
Dec. 31, 1871	27,0	5,0	10	233 Atlantic and Elkhridge	5	8	233 Atlantic and Elkhridge	1,250	5	445,000	425,000	1,256,000	150,000	68,0	130,949	20,5	50	100	100
Dec. 31, 1871	28,0	5,0	10	233 Atlantic and Elkhridge	5	8	233 Atlantic and Elkhridge	1,250	5	445,000	425,000	1,256,000	150,000	68,0	130,949	20,5	50	100	100
Dec. 31, 1871	29,0	5,0	10	233 Atlantic and Elkhridge	5	8	233 Atlantic and Elkhridge	1,250	5	445,000	425,000	1,256,000	150,000	68,0	130,949	20,5	50	100	100
Dec. 31, 1871	30,0	5,0	10	233 Atlantic and Elkhridge	5	8	233 Atlantic and Elkhridge	1,250	5	445,000	425,000	1,256,000	150,000	68,0	130,949	20,5	50	100	100
Dec. 31, 1871	31,0	5,0	10	233 Atlantic and Elkhridge	5	8	233 Atlantic and Elkhridge	1,250	5	445,000	425,000	1,256,000	150,000	68,0	130,949	20,5	50	100	100
Dec. 31, 1871	32,0	5,0	10	233 Atlantic and Elkhridge	5	8	233 Atlantic and Elkhridge	1,250	5	445,000	425,000	1,256,000	150,000	68,0	130,949	20,5	50	100	100
Dec. 31, 1871	33,0	5,0	10	233 Atlantic and Elkhridge	5	8	233 Atlantic and Elkhridge	1,250	5	445,000	425,000	1,256,000	150,000	68,0	130,949	20,5	50	100	100
Dec. 31, 1871	34,0	5,0	10	233 Atlantic and Elkhridge	5	8	233 Atlantic and Elkhridge	1,250	5	445,000	425,000	1,256,000	150,000	68,0	130,949	20,5	50	100	100
Dec. 31, 1871	35,0	5,0	10	233 Atlantic and Elkhridge	5	8	233 Atlantic and Elkhridge	1,250	5	445,000	425,000	1,256,000	150,000	68,0	130,949	20,5	50	100	100
Dec. 31, 1871	36,0	5,0	10	233 Atlantic and Elkhridge	5	8	233 Atlantic and Elkhridge	1,250	5	445,000	425,000	1,256,000	150,000	68,0	130,949	20,5	50	100	100
Dec. 31, 1871	37,0	5,0	10	233 Atlantic and Elkhridge	5	8	233 Atlantic and Elkhridge	1,250	5	445,000	425,000	1,256,000	150,000	68,0	130,949	20,5	50	100	100
Dec. 31, 1871	38,0	5,0	10	233 Atlantic and Elkhridge	5	8	233 Atlantic and Elkhridge	1,250	5	445,000	425,000	1,256,000	150,000	68,0	130,949	20,5	50	100	100
Dec. 31, 1871	39,0	5,0	10	233 Atlantic and Elkhridge	5	8	233 Atlantic and Elkhridge	1,250	5	445,000	425,000	1,256,000	150,000	68,0	130,949	20,5	50	100	100
Dec. 31, 1871	40,0	5,0	10	233 Atlantic and Elkhridge	5	8	233 Atlantic and Elkhridge	1,250	5	445,000	425,000	1,256,000	150,000	68,0	130,949	20,5	50	100	100
Dec. 31, 1871	41,0	5,0	10	233 Atlantic and Elkhridge	5	8	233 Atlantic and Elkhridge	1,250	5	445,000	425,000	1,256,000	150,000	68,0	130,949	20,5	50	100	100
Dec. 31, 1871	42,0	5,0	10	233 Atlantic and Elkhridge	5	8	233 Atlantic and Elkhridge	1,250	5	445,000	425,000	1,256,000	150,000	68,0	130,949	20,5	50	100	100
Dec. 31, 1871	43,0	5,0	10	233 Atlantic and Elkhridge	5	8	233 Atlantic and Elkhridge	1,250	5	445,000	425,000	1,256,000	150,000	68,0	130,949	20,5	50	100	100
Dec. 31, 1871	44,0	5,0	10	233 Atlantic and Elkhridge	5	8	233 Atlantic and Elkhridge	1,250	5	445,000	425,000	1,256,000	150,000	68,0	130,949	20,5	50	100	100
Dec. 31, 1871	45,0	5,0	10	233 Atlantic and Elkhridge	5	8	233 Atlantic and Elkhridge	1,250	5	445,000	425,000	1,256,000	150,000	68,0	130,949	20,5	50	100	100
Dec. 31, 1871	46,0	5,0	10	233 Atlantic and Elkhridge	5	8	233 Atlantic and Elkhridge	1,250	5	445,000	425,000	1,256,000	150,000	68,0	130,949	20,5	50	100	100
Dec. 31, 1871	47,0	5,0	10	233 Atlantic and Elkhridge	5	8	233 Atlantic and Elkhridge	1,250	5	445,000	425,000	1,256,000	150,000	68,0	130,949	20,5	50	100	100
Dec. 31, 1871	48,0	5,0	10	233 Atlantic and Elkhridge	5	8	233 Atlantic and Elkhridge	1,250	5	445,000	425,000	1,256,000	150,000	68,0	130,949	20,5	50	100	100
Dec. 31, 1871	49,0	5,0	10	233 Atlantic and Elkhridge	5	8	233 Atlantic and Elkhridge	1,250	5	445,000	425,000	1,256,000	150,000	68,0	130,949	20,5	50	100	100
Dec. 31, 1871	50,0	5,0	10	233 Atlantic and Elkhridge	5	8	233 Atlantic and Elkhridge	1,250	5	445,000	425,000	1,256,000	150,000	68,0	130,949	20,5	50	100	100
Dec. 31, 1871	51,0	5,0	10	233 Atlantic and Elkhridge	5	8	233 Atlantic and Elkhridge	1,250	5	445,000	425,000	1,256,000	150,000	68,0	130,949	20,5	50	100	100
Dec. 31, 1871	52,0	5,0	10	233 Atlantic and Elkhridge	5	8	233 Atlantic and Elkhridge	1,250	5	445,000	425,000	1,256,000	150,000	68,0	130,949	20,5	50	100	100
Dec. 31, 1871	53,0	5,0	10	233 Atlantic and Elkhridge	5	8	233 Atlantic and Elkhridge	1,250	5	445,000	425,000	1,256,000	150,000	68,0	130,949	20,5	50	100	100
Dec. 31, 1871	54,0	5,0	10	233 Atlantic and Elkhridge	5	8	233 Atlantic and Elkhridge	1,250	5	445,000	425,000	1,256,000	150,000	68,0	130,949	20,5	50	100	100
Dec. 31, 1871	55,0	5,0	10	233 Atlantic and Elkhridge	5	8	233 Atlantic and Elkhridge	1,250	5	445,000	425,000	1,256,000	150,000	68,0	130,949	20,5	50	100	100
Dec. 31, 1871	56,0	5,0	10	233 Atlantic and Elkhridge	5	8	233 Atlantic and Elkhridge	1,250	5	445,000	425,000	1,256,000	150,000	68,0	130,949	20,5	50	100	100
Dec. 31, 1871	57,0	5,0	10	233 Atlantic and Elkhridge	5	8	233 Atlantic and Elkhridge	1,250	5	445,000	425,000	1,256,000	150,000	68,0	130,949	20,5	50	100	100
Dec. 31, 1871	58,0	5,0	10	233 Atlantic and Elkhridge	5	8	233 Atlantic and Elkhridge	1,250	5	445,000	425,000	1,256,000	150,000	68,0	130,949	20,5	50	100	100
Dec. 31, 1871	59,0	5,0	10	233 Atlantic and Elkhridge	5	8	233 Atlantic and Elkhridge	1,250	5	445,000	425,000	1,256,000	150,000	68,0	130,949	20,5	50	100	100
Dec. 31, 1871	60,0	5,0	10	233 Atlantic and Elkhridge	5	8	233 Atlantic and Elkhridge	1,250	5	445,000	425,000	1,256,000	150,000	68,0	130,949	20,5	50	100	100
Dec. 31, 1871	61,0	5,0	10	233 Atlantic and Elkhridge	5	8	233 Atlantic and Elkhridge	1,250	5	445,000	425,000	1,256,000	150,000	68,0	130,949	20,5	50	100	100
Dec. 31, 1871	62,0	5,0	10	233 Atlantic and Elkhridge	5	8	233 Atlantic and Elkhridge	1,250	5	445,000	425,000	1,256,000	150,000	68,0	130,949	20,5	50	100	100
Dec. 31, 1871	63,0	5,0	10	233 Atlantic and Elkhridge	5	8	233 Atlantic and Elkhridge	1,250											

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

"Rolling Stock" signifies that the cost ~~thereof~~ is included in, that headed "RailRoad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

and Grant. Railroads are printed in

REFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (+) have equal dividends with lessees' stock.)

COMPANIES.	Amount out-standing.	Div'ds.	Rate.	Paid.	Market Price.
RAILROAD STOCKS:					
Atlantic & Gt. West'n (O. D.) pref.	1,919,000	7	...	...	...
Atlantic and St. Lawrence* guar.	2,494,000	4	4	...	...
Baltimore and Ohio, pref.	3,000,000	6	6	150	...
Berkshire,* guaranteed.	600,000	7	7	...	...
Blossburg and Corning,* guar.	250,000	5	5	...	...
Boston, Concord and Montreal, pref.	1,340,000	6	6	75	...
Buffalo, N. York and Erie,* guar.	950,000	5	5	75	...
Camden and Atlantic, pref.	753,265	7	7	80	...
Catawissa,* pref. and guar.	2,200,000	7	7	92	...
Cayuga and Susquehanna,* guar.	589,110	...	9	...	...
Cedar Rapid & Missouri,* preferred and guaranteed.	755,000	7	7	...	...
Central Ohio, preferred.	400,000	7	7	89	...
Cheshire,* guar.	380,000	8	6	...	...
Chester, preferred.	2,017,815	7	3	34	...
Chicago and Alton, pref.	4,423,400	7	10	121	...
Chicago, Iowa and Nebraska,* guar.	2,600,000	10	...	...	...
Chicago and Northwestern, pref.	20,370,293	7	7	94	...
Cleveland and Mahoning,* guar.	2,056,000	7	7	...	...
Cleveland and Toledo,* guar.	6,250,000	3	3	...	...
Cochecho, preferred.	177,750	8	...	...	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91	...
Cumberland Valley, 1st pref.	241,900	8	8	114	...
" " 2d pref.	242,000	8	8	114	...
Delaware,* guaranteed.	504,261	6	6	...	...
Detroit & Milwaukee,* preferred and guaranteed.	1,600,000	6	...	...	...
Dubuque and Sioux City,* preferred and guaranteed.	1,668,170	7	7	97	...
Dubuque Southwestern, pref.	330,308	7	7	...	...
Eastern (N. H.)* guaranteed.	492,500	8	8	...	...
Elmira, Jefferson and Canandaigua,* guaranteed.	500,000	5	5	...	...
Elmira and Williamsport,* guar.	500,000	5	5	...	...
Elmira and Williamsport,* preferred and guaranteed.	500,000	7	7	84	...
Erie, preferred	5,536,910	7	7	88	...
Evansville and Crawfordsville pref.	100,000	...	...	...	...
Hannibal and St. Joseph, pref.	5,078,224	...	...	60	...
Harrisburg and Lancaster,* guar.	1,182,550	7	7	...	...
Housatonic, preferred	1,180,000	8	4	...	...
Huntingdon & Broad Top Mountain, preferred	100,750	7	3	26	...
Joliet and Chicago,* guar.	1,500,000	7	7	...	...
Joliet and Northern Indiana,* guar.	300,000	8	8	...	...
Lackawanna and Bloomingdale, pref.	500,000	7	...	...	...
Leeds and Farmington,* guar.	2,646,100	7	7	...	...
Little Schuylkill,* guar.	848,700	9	9	87	...
Louisville, Cincinnati and Lexington, preferred	5,586,125	6	6	28	...
Marietta and Cincinnati, 1st pref.	4,051,744	6	6	14	...
" " 2d pref.	1,000,000	9	...	...	...
Manchester and Lawrence*	1,000,000	10	10	...	...
Michigan Southern, guaranteed.	586,800	10	10	...	...
Mill Creek and Mine Hill,* guar.	322,375	10	10	...	...
Milwaukee and St. Paul, preferred.	9,744,268	7	...	78	...
Mine Hill and Schuylkill Haven,* guaranteed.	3,775,000	8	8	...	...
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	...	...
New Haven and Northampton*	1,344,000	2	...	...	...
New York and Harlem, pref.	1,500,000	8	8	135	...
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	...	...
North Eastern (S. C.) preferred.	155,000	8	8	...	...
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	104	...
Ohio and Mississippi, pref.	3,500,000	7	7	74	...
Paterson and Hudson,* guar.	630,000	8	8	...	...
Paterson and Ramapo,* guar.	248,000	5	...	...	...
Peoria and Bureau Valley,* guar.	1,200,000	6	6	...	...
Philadelphia and Erie,*	5,996,700	...	...	...	...
Philadelphia and Reading, pref.	1,561,800	10	...	...	...
Philadelphia and Trenton,* guar.	1,099,720	10	...	...	...
Pittsfield and North Adams,* guar.	450,000	6	6	...	...
Portl. & Kennebec (Yarmouth) guar.	202,000	6	6	...	...
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	...	...
Portsmouth and Concord*	350,000	7	7	...	...
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	7	...	...
Rochester and Genesee Valley*	557,560	7	7	...	...
St. Louis, Alton and T. H., pref.	2,040,000	7	7	63	...
Sandusky and Cincinnati, pref.	445,596	6	6	48	...
Schuylkill Valley,* guar.	576,000	5	5	...	...
Shamokin Valley & Pottsville,* guar.	869,450	5	5	...	...
St. Paul & Western 1st pref.	1,700,000	7	7	...	...
" " 2d pref.	1,300,000	7	7	...	...
Toledo, Wabash and Western, pref.	1,000,000	7	7	85	...
Troy and Greenbush,* guar.	274,306	7	7	...	...
Vermont and Canada,* guar.	2,500,000	8	8	...	...
Warren,* guar.	1,408,300	7	7	...	...
White Mountains,* guar.	200,000	5	5	...	...
Wright's, York & Gettysburg, pref.	317,000	...	2	...	...
CANAL STOCKS:					
Delaware Division,* guar.	1,633,350	8	8	...	...
Morris, preferred.	1,175,000	10	10	125	...
Schuylkill Navigation, pref.	2,888,997	6	6	804	...
Union, preferred.	...	6	...	14	...
MISCELLANEOUS STOCKS:					
Cumberland Coal, pref.	...	6	...	...	...
Europian Mining, pref.	5,774,400	1	1	...	...

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 2½ cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 24; Scrap Cast, \$6; Scrap Wrought, \$8 per ton.

Pig, Scotch, No. 1.....per ton 47—@ 53

Pig, American, No. 1.....51—@ 52

Pig, American, No. 2.....50—@ 51

Pig, American, Forge.....47—@ 48

Bar, Refined, English and American.....@ 105

Bar, Swedes, assorted sizes.....(gold) 85—@ 100

— STORE PRICES—

Bar, Swedes.....125—@ 135

Bar, Refined, 1 to 2 in. rd. & sq.—1 to 6 in.

x 1 to 1 in.....110—@ —

Bar, Refined, 14 to 6 by 4 & 5-16 & 24 to

24 rnd. & sq.....115—@ —

Bar, Refined, 1 & 1½ by 4 & 5-16.....117 50—@ 127 50

Large Round.....122 50—@ 127 50

Scroll.....122 50—@ 137 50

ovals and Half-round.....122 50—@ 122 50

Band.....—@ 122 50

Horse Shoe.....120—@ 120

Rods, #8-16 inch.....115—@ 155

Hoop.....135—@ 177 50

Nail Rod.....—@ 8

Sheet, Russian, as to assortment.....(gold) —@ 18

Sheet, Single D. and T. Common.....6—@ 7

Sheet, Doubles and Trebles, Charcoal.....7—@ 8

Sheet, Galvanized.....List 15 per cwt. disc.

Rails, English.....(gold).....per ton 72—@ 73

Rails, American, at Works in Penna. c'y. 82—@ 90

Anvils, (Eagle).....per lb currency—9—@ —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per

lb., or under 24 cents; over 7 cents and not above 11½ cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad. val. (Store prices.)

English, Cast. (2d and 1st quality).....per lb.—16—@ 18

English Spring (2d and 1st quality).....7—@ 10

English Blister (2d and 1st quality).....10—@ 17

English Machinery.....11—@ 13

English German (2d and 1st quality).....10—@ 12

American Blister.....—@ 12

American, Cast, Tool.....15—@ 16

American, Spring.....9—@ 11

American Machinery.....10—@ 10

American German.....—@ 11

NAILS—DUTY: Cut, 1½; Wrought, 24; Wrought Horse

Shoe, 5 cents per lb.; Copper, 46 per cent.; Yellow

Metal and Zinc, 35 per cent. ad. val. (Cash.)

Cut, 10 to 60d, Hook-head Brads, Fencing and Sheathing, 10d. to 60d. per 100 lb.—@ 5—75

Cut, 8d. and 9d.....—@ 6—

Cut, 4d. and 6d.....—@ 6—25

Cut, 3d.....—@ 6—25

Cut, 2d and 3d. Fine.....—@ 8—

Cut Spikes, all sizes.....—@ 6—

Cut, Finishing, Casing, Box, &c., 10d. to 3d. 6—25—@ 7—75

Clinch, Kegs.....7—25—@ 7—75

Horse Shoe, Forged (No. 10 to 5).....per lb.—21—@ 33

Copper.....—@ 45

Yellow Metal.....—@ 30—@ 32

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad. val.

Plate and Sheets and Terne Plates, 25 per cent.; Roofing, 25 per cent. ad. val.

Banka.....(gold).....per lb.—@ 50

Straits.....(gold).....per lb.—@ 36—@ 37

English.....(gold).....per lb.—@ 36—@ 37

Plates—Fair to good brands—Gold.....Currency—

I. C. Charcoal.....per box 13 75—@ 13 50—@ 15 50

I. C. Coke.....12—@ 12 50—13 75—@ 14 75

Coke Terne.....10 50—@ 10 75—12—@ 12 50

Charcoal Terne.....12—@ 13—14—@ 15—

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk).....—13—@ —

Crude, 40 @ 47 gravity (in shipping order).....17—@ 17

Refined, Standard White (in ship'g order).....23—@ 23

Refined, S. W. (in jobbing lots).....—@ 24—@ 24

Refined, S. W. (in ton).....28—@ 29—@ 29

Naphtha, Refined, (65 @ 73 gravity).....—@ 18—@ 18

Residuum.....per bbl. 4—@ 3—

COPPER—DUTY: Pig, Bar and Ingot; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad. val.

All Cash.

Copper, New Sheathing, (over 12 oz.) per lb.—@ 43

Copper, Bolts.....—@ 45

Copper, Braziers' (over 18 oz.).....—@ 45

Copper, Nails.....—@ 45

Copper, Old Sheathing, &c., mixed lots.....26—@ 28

Copper, Chile Pig.....32—@ 33

Copper, American Ingot.....—@ 33

Yellow Metal, New Sheathing and Bronze.....—@ 30

Yellow Metal, Bolts.....—@ 32

Yellow Metal, Nails.....—@ 32—@ 32

LEAD—DUTY: Pig, \$2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Spanish.....(gold).....per 100 lb.—@ 6 62

German.....(gold).....@ 6 62

English.....(gold).....6 62—@ 7 12

Bar.....—@ 8 75

Pipe.....—@ 11—@ 11

Sheet.....—@ 11—@ 11

Colwells, Shaw & Willard Tin-Lined Lead Pipe 1½ pr. lb.

COAL—DUTY: Bituminous, \$1.25 per ton of 28 bushels

30 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 30 lb. to the bushel.

Newcastle Gas.....per ton of 2240 lb.—@ 8—@ 8

Liverpool Gas Cannel.....—@ 12

Liverpool House Cannel.....—@ 15

Anthracite.....per ton of 2,000 lb. 6—@ 6

New York Stock Exchange.

Actual Sale Prices for the week ending June 12.

Th. 6. F. 7. Sat. 8. M. 10. Tu. 11. W. 12.

Canton Co.....98 98 97 97 99

Central Pacific 6s.....105 104 105 105 105

Central of N. Jersey.....110 110 110 110 110

Chicago & Alton.....116 116 116 116 116

... pref. 1 M.

New York Stock Exchange.

Actual Sale Prices for the week ending June 12.

Th.6. F.7. Sat.8. M.10. Tu.11. W.12

FEDERAL STOCKS:-											
U. S. 6s, 1874, reg.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
U. S. 6s, 1874, coup.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
U. S. 6s, 10-40s, reg. 111	111	111	111	111	111	111	111	111	111	111	111
U. S. 6s, 10-40s, coup. 112	112	112	112	112	112	112	112	112	112	112	112
U. S. 6s, 1881, reg.	118	118	118	118	118	118	118	118	118	118	118
U. S. 6s, 1881, coup.	118	118	118	118	118	118	118	118	118	118	118
U. S. 6s, 1881, reg. 115	115	115	115	115	115	115	115	115	115	115	115
U. S. 6s, 1881, coup. 120	120	120	120	120	120	120	120	120	120	120	120
U. S. 6s, '81, O.W.L.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
U. S. 6s, 5-20s, reg. '62	115	115	115	115	115	115	115	115	115	115	115
U. S. 6s, 5-20s, c. 1862	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
U. S. 6s, 5-20s, reg. '64	114	114	114	114	114	114	114	114	114	114	114
U. S. 6s, 5-20s, c. 1864	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
U. S. 6s, 5-20s, reg. '65	115	115	115	115	115	115	115	115	115	115	115
U. S. 6s, 5-20s, c. 1865.116	115	115	115	115	115	115	115	115	115	115	115
U. S. 6s, 5-20s, r. n. '65	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
U. S. 6s, 5-20s, c. '66.117	117	117	117	117	117	117	117	117	117	117	117
U. S. 6s, 5-20s, reg. '67	113	113	113	113	113	113	113	113	113	113	113
U. S. 6s, 5-20s, c. 1867.117	118	118	118	118	118	118	118	118	118	118	118
U. S. 6s, 5-20s, reg. '68	115	115	115	115	115	115	115	115	115	115	115
U. S. 6s, 5-20s, c. '68.114	114	114	114	114	114	114	114	114	114	114	114
U. S. 6s, Pac.R.R. issue.114	114	114	114	114	114	114	114	114	114	114	114

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 11.

W.5. Th.6. F.7. Sat.8. M.10. Tu.11

Catawissa preferred											
Camden and Amboy	127	127	127	127	127	127	127	127	127	127	127
.. 6s, 1875	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.. 6s, 1883	92	92	92	92	92	92	92	92	92	92	92
.. 6s, 1889	90	90	90	90	90	90	90	90	90	90	90
mort. 6s, '89	94	94	94	94	94	94	94	94	94	94	94
Elmira & Williamsport	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.. pref.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lehigh Navigation	44	44	44	44	44	44	44	44	44	44	44
.. 6s, 1884	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.. Gold L.	96	96	96	96	96	96	96	96	96	96	96
.. R. R. L.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lehigh Valley R. R.	59	60	60	60	60	60	60	60	60	60	60
.. 6s new coup.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.. 6s new reg.	97	97	97	97	97	97	97	97	97	97	97
Little Schuylkill R. R.	47	47	47	47	47	47	47	47	47	47	47
Minehill	54	54	54	54	54	54	54	54	54	54	54
Morris Canal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.. pref.	125	125	125	125	125	125	125	125	125	125	125
North Pennsylvania	51	51	51	51	51	51	51	51	51	51	51
.. 6s, 1880	102	102	102	102	102	102	102	102	102	102	102
.. 7s	97	97	97	97	97	97	97	97	97	97	97
.. 10s, 1887	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central	38	38	38	38	38	38	38	38	38	38	38
Oil Creek & Alleg. Riv.	38	39	39	39	39	39	39	39	39	39	39
.. 7s	79	79	79	79	79	79	79	79	79	79	79
Pennsylvania R. R.	59	59	59	59	59	59	59	59	59	59	59
.. 1st M.	101	101	101	101	101	101	101	101	101	101	101
.. 2d M.	96	96	96	96	96	96	96	96	96	96	96
.. Gen. mort.	96	96	96	96	96	96	96	96	96	96	96
.. reg.	94	94	94	94	94	94	94	94	94	94	94
Penn. State, 6s, 1st series	108	108	108	108	108	108	108	108	108	108	108
.. 6s, 2d series	106	106	106	106	106	106	106	106	106	106	106
Philadelphia City, 6s	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.. new	99	100	99	100	99	100	99	100	99	100	99
Philad. Germ. & Nor.	88	90	90	90	90	90	90	90	90	90	90
Phila. & Reading	60	60	60	60	60	60	60	60	60	60	60
Philadelphia and Erie	28	28	28	28	28	28	28	28	28	28	28
.. 6s	90	90	90	90	90	90	90	90	90	90	90
.. 7s	93	93	93	93	93	93	93	93	93	93	93
Huntington, (Horse)	20	20	20	20	20	20	20	20	20	20	20
Chestnut & Wal.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Green & Coates	64	64	64	64	64	64	64	64	64	64	64
2d and 3d streets	64	64	64	64	64	64	64	64	64	64	64
Spruce and Pine	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13th and 15th sts.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 11.

W.5. Th.6. F.7. Sat.8. M.10. Tu.11

Baltimore City 6s, 1875											
.. 1886	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.. 1890	100	100	100	100	100	100	100	100	100	100	100
.. 1884	100	100	100	100	100	100	100	100	100	100	100
.. 1900	100	100	100	100	100	100	100	100	100	100	100
Balt and Ohio	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.. bonds, 1875	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.. 1880	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.. 1885	97	97	97	97	97	97	97	97	97	97	97
Marietta & Cin. 1st M.	98	98	98	98	98	98	98	98	98	98	98
.. 2d M.	84	84	84	84	84	84	84	84	84	84	84
.. 3d M. 8s	84	84	84	84	84	84	84	84	84	84	84
Northern Central	38	38	38	38	38	38	38	38	38	38	38
.. bonds, 1885	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.. 1900	88	88	88	88	88	88	88	88	88	88	88
Pittab. & Connellv. 7s.	96	96	96	96	96	96	96	96	96	96	96
N. W. Va. 1st mort.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.. 2d mort.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.. 3d mort.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Virginia 6s, Consol.	56	56	56	56	56	56	56	56	56	56	56
Defor. Certif.	17	17	17	17	17	17	17	17	17	17	17
City Passenger R. R.	36	36	36	36	36	36	36	36	36	36	36

Boston Stock Exchange.

Actual Sale Prices for the week ending June 12.

Th.6. F.7. Sat.8. M.10. Tu.11. W.12

Boston Stock Exchange.											
Boston and Albany	148	149	148	148	149	149	149	149	149	149	149
Boston and Lowell	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boston and Maine	140	140	140	140	140	140	140	140	140	140	140
Boston and Providence	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boston, Hartford & Erie	64	64	64	64	64	64	64	64	64	64	64
.. 7s, new	45	44	44	44	44						

\$148,425,196 against \$140,458,844 same time in the preceding fiscal year 1870-'71.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from July 1, 1871, to June 8, 1872, \$75,715,407, against \$84,912,515 same time in 1870-'71.

The export drain of specie was \$3,792,689 last week, against \$1,520,560 same week preceding year. The shipments since July 1, 1871, have been \$53,518,485 against \$77,812,241 same time in 1870-'71.

Foreign Exchange has been in less confident demand and less buoyant as to price. Bankers' sixty day bills on London closed on Wednesday at 109½@109½; sight bills on London, 110½@110½.

The produce exports from this port, week ending with June 11, were to the currency value of \$5,065,570.

There has been a good demand noted for Government securities, chiefly for investment purposes at well supported prices, though the later dealings indicated less buoyancy as to values. On Wednesday, Government bought in only \$47,850 of Five-Twenties at 118.87, net, out of an aggregate offering of \$921,750.

U. S. sixes of 1881 closed here on Wednesday of the current week at 120½@120½; U. S. Five-Twenties of 1882, (other than the bonds called in) ex May coupon 114½@114½; U. S. Five-Twenties of 1884 at 114½@114½; U. S. Five-Twenties of 1885, 115½@115½; U. S. Five-Twenties of 1886 consolidated, 117@117½; U. S. Five-Twenties of 1887, 117½@117½; U. S. Five-Twenties of 1888, 117½@117½; U. S. Ten-forties at 111½@112½; U. S. Fives of 1881 (Funding Loan) 112½@113½; Six per cent. currency bonds, 114½@114½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 29.	June 5.	June 12.
Consols	98½	92½	92½
U. S. 5-20's of 1862..	90½	90½	90½
U. S. 5-20s, 1885....	91½	91½	91½
" 1887....	93½	93½	93½
" 10-40s....	89½	89½	89½
New Fives of 1881....	—	89½	89½
Erie....	—	50½	48½

State bonds have been in comparatively light request and less firm in price, closing dull.

In the most popular of the Railway mortgage loans, there has been a fair investment business reported at full rates. Few round lots of the older issues have been available. Central Pacific Sixes have been in good request at 104½@105. Chesapeake and Ohio have been selling to a fair extent at 94 per cent. and accrued interest.

Railway and Miscellaneous share property has been attracting less attention, and values have shown less buoyancy. The speculative dealings have been much lighter.

The Metal markets have been devoid of animation, in most lines. Ingot Copper has been dull, but steady; 100,000 lbs. at 83c. Scotch Pig-iron has been offered more freely and quoted easier in price, on a very moderate demand; sales 300 tons Glengarnock, in lots, at \$49, with Eglinton quoted at \$47@\$48. American Pig has been in good request and quoted quite firm, with sales reported of 1,000 tons at \$51@\$52, and 1,500 tons Crane (repurchased by the company) on private terms. American Iron Rails have been actively sought

after, and 3,000 tons have been purchased at \$85. Other kinds of iron have been quiet at unchanged figures. Lead and Spelter dull at old rates. Pig-iron dull at 36½@37c. gold for Straits. Tin Plates very quiet at former quotations, with sales reported of 400 boxes Assorted Charcoal on private terms. Of Zinc, 30 casks Musselman were sold at 8½c. gold.

There has been a fair business in the leading kinds of domestic produce, at generally firm prices. Corn has been exceptionally brisk. Toward the close, values were rather weaker, on a less confident demand. Middling upland cotton closed on Wednesday at 26½ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,837,811 bales, against 3,826,972 bales same time in the preceding year; exports 1,874,022 bales against 2,989,567 bales in the previous year; stock at the ports at latest dates, 179,002 bales against 254,860 bales same date 1871.

At the Live Stock Markets, Beeves continue in fair demand at 10½@14 cts.; Veals at 6@9 cts.; Sheep at 6½@8½; Lambs 10@14 cts.; Swine, dull at 4½@4½ cts. per lb., all live weight. The week's receipts were 9,023 Beeves, 4,011 Veal Calves, 20,708 Sheep and Lambs; and 44,120 Swine.

Foreign goods have been moderately sought after within our previous range as to values, in most instances. Coffee has been quoted scarce. The week's imports of foreign goods reached the amount of \$6,182,999 including \$1,086,419 of dry goods.

Ocean freights have been fairly active, particularly in the line of Grain engagements at firmer rates.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio and Miss. 2d mort., 89; do. consol., 99; Joliet and Chicago 1st mort., 109½; Boston, Hartford and Erie, R. R., 7½; do. 1st mort., 44½; do. guar. bonds, 62; East Tenn., Va. and Ga. 1st mort., 95; Toledo, Peoria and Warsaw 1st mort., W. D., 98½; do. 2d mort., 84½; St. Louis and Iron Mt. R. R., 101½; do. 1st mort., 99½; Cleveland and Pittsburg consol., 95; Albany and Susq. R. R., 96; do. 2d mort., 98; Missouri, Kansas and Texas R. R., 41½; Long Dock bonds, 95; Han. and Cent. Mo. 1st mort., 88; Pekin, Lincoln and Dacatur 1st mort., 88; North Missouri 1st mort., 95; Rome, Watertown and Ogdensburg R. R., 98; Cedar Falls and Minnesota 1st mort., 86½; Central of New Jersey 1st mort., 106; Milwaukee and St. Paul 1st mort. Iowa div., 91; Cincinnati, Lafayette and Chicago 1st mort., 84; Lake Shore consol., 101; Toledo, Wabash and Western consol., 98½; Western Union Tel., 76½; do. 7s, 96; Mariposa Tr. Cer. 10s, 25; U. S. Exp. Co., 87½; Am. Mer. Union Exp., 79; Adams Exp., 98; Cumberland Coal and Iron, 71; Consol. Coal of Md., 44; Maryland Coal, 21; Quicksilver pref., 46½; Brooklyn 6s, W. L., 97½; North Carolina 6s, special tax, 15½; do. 7½ per cent. off, 18½; Georgia 7s, 87½; Louisiana 8s. Levee bonds, 79; South Carolina 6s, new, Jan. and July, 83½.

Philadelphia.—United Company of New Jersey, 128½; Camden and Atlantic R. R., 30; do. pref., 40; Nesquehoning R. R., 56; Philadelphia and Trenton R. R., 126½; Allegheny Valley 7 3-10s,

98½; Huntingdon and Broad Top Mt. 1st mort., 101½; do. consol., 48½; Northern Central 6s, 1885, 94½; Lehigh Valley 7s, new, 105½; Philadelphia and Reading Gen. mort. 7s, 102½; Pennsylvania and New York Canal 7s, 97½; Wilmington and Reading 7s, 100; Connecting R. R. bonds, 88; West Jersey R. R. 6s, 86; Catawissa 7s, new, 99½; Pennsylvania Canal 6s, 77; Morris Canal boat Loan, 98; Belvidere Delaware 3d mort., 83; New Jersey State 6s, exempt, 106; Fulton Coal, 5½. The latest quotations are; City 6s, 96½@96½; do. free of tax, 99½@100; Pennsylvania State 6s, W. L. 101@101; do. 1st series, 102½@103½; do. 2d series, 106@106; do. 3d series, 109@—; Philadelphia and Reading, 61½@61½; do. mort. 7s, 1898, 102@—; do. mort. 6s, 1880, 98½@—; United New Jersey Co., 128½@128½; Camden and Amboy mort. 6s, 1889, 95½@96; do. 1883, 92½@—; do. 1889, 90½@90½; Pennsylvania R. R., 59½@59½; do. 1st mort., 101½@102; do. 2d mort., 97½@98; do. General mort. coupon, 96@—; do. reg., 95½@96½; Little Schuylkill R. R., 47½@48; Morris Canal, 51@52; do. pref., 125@125; do. 6s, 94½@96; Susquehanna Canal, 8½@9; do. 6s, 78@80; Schuylkill Nav., 7½@8; do. pref., 15½@15½; do. 6s, 1882, 80½@80½; Elmira and Williamsport pref., 48@—; do. 7s, 1873, 96@—; do. 5s, 59@60; Lehigh Coal and Navigation, 44½@45; do. 6s, 1884, 91@91; do. R. R. Loan, 94½@94½; do. Gold Loan, 95½@95½; North Pennsylvania, 50@51½; do. 6s, 102½@102½; do. 7s, 96½@97½; do. Chatte 10s, 110@116; Philadelphia and Erie, 28@28½; do. 6s, 89½@90; Minehill, 53@54; Catawissa, 16@18; do. pref., 46½@46½; Lehigh Valley, 60½@60½; do. 6s, new coupon, 96@—; do. reg., 98@—; do. 7s, 105½@105½; Fifth and Sixth streets, (horse,) 46½@47; Second and Third, 64@68; Thirteenth and Fifteenth, 20@20½; Spruce and Pine, 33@34; Green and Coates, 47@47; Chestnut and Walnut, 57@58½; Hestonville, 20@20½; Union, 75@—; Germantown, 35@37.

Boston.—Rutland R. R. scrip, 80; do. 7s, 1880, 70; Vermont Central 8s, 1891, guar., 99½; do. 1st mort., 80; do. 2d mort., 81; Burlington and Missouri River R. R., in Iowa, 113; do. 8s, 109; do. 8s, in Nebraska, 102½; Cincinnati, Sandusky and Cleveland R. R., 22½; Boston and Albany 7s, 1892, 107; Vermont and Massachusetts 6s, 1888, 93½; Kalamazoo, Allegan and Grand Rapids 8s, 1889, 92½; Central Railroad of Iowa 7s, 1899, gold, 90½; Cedar Rapids and Missouri 7s, 1916, 89; Michigan Central 7s, 1892, 101½; do. 8s, 109; Atchison, Topeka and Santa Fe 1st mort. 7s, gold, 82½; do. 1900, land grant, 81½; Chicago and Michigan Lake Shore 8s, 86½; Omaha and Southwestern R. R. 8s, 92; Stansfield, Shefford and Chamblly 7s, 80½; Connecticut and Passumpsic Rivers R. R., 91½; do. 6s, 92½; Nashua and Lowell R. R., 142½; Eastern (N. H.) 96½; Portsmouth, Gt. Falls and Conway R. R., 94; Cary Imp., 13½; Brookline Land, 6½; New Hampshire 6s, 1874, 98½; do. 1884, 99½; Maine 6s, 1889, 100½; Vermont 6s, 1879, 100; Bath 6s, 1891, 90; St. Louis 6s, 1887, 90; Highgate Vt. 6s, 5.20s, 89; Portland 6s, 1887, 94½; Lowell 6s, 1890, 98½; Cincinnati 7s, 8-10s, 1889, 105½; Chicago 7s, 1895, 98%; Charlestown 6s, 1875, 98½; do. 1892, 99½; Albany 6s, 1891, 94; Rox-

bury 6s, 1884, 101; Boston 6s, 1880, currency, 101½; Portland 6s, 1887, 95¾; Cleveland 7s, 1892, 102½; Hartford 6s, 1878, 98¾; Allouez Mining Co., 10½; Calumet and Hecla, 155; Hancock, 8½; International, Silver, 5½; Minnesota, 7; Petherick, 8½; Shuniah Silver, 9½.

Baltimore.—Northern Central 6s, 1900, gold, 96¾; Orange, Alexandria and Manassas 7s, 84½; Virginia and Tennessee 1st mort., 95; Central Ohio 1st mort., 87; Orange and Alexandria 4th mort. 8s, 84½; Richmond and Danville 1st mort., 78¾; Atlanta City 8s, 86; George's Creek Coal, 90. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 96½@96¾; Baltimore and Ohio, 150@152; do., pref., 99@—; do., 6s, 1875, 98½@—; do., 1880, 97@—; do., 1885, 96¾@97½; Parkersburg Branch, 10@15; Northern Central 88½@89½; do. 6s, 1885, 96@97; do., 1900, 87½@88½; do., 6s, 1900, gold, 96½@96½; N. W. Va. 1st mort., 99½@100; do., 2d mort., 99@99½; do., 3d mort., 1885, 90@—; Marietta and Cincinnati 7s, 1892, 99½@99¾; do., 2d mort., 7s, 89½@90; do., 3d mort., 8s, 84½@84½; Central Ohio, 32@—; do., 1st mort., 86½@87; Western Md. 1st mort. 6s, 1890, 87@98; do. 1st mort. guar., 96@97; do., 2d mort. guar., 96@—; do., 3d mort. guar., 96@97; do. 2d mort. pref., 75@80; do., 2d mort. guar. by Washington Co., —@90; Richmond and Danville bonds, 78½@80; Orange and Alexandria 1st mort. 6s, 91@—; do., 2d mort. 6s, 88@—; do., 3d mort. 8s, 90½@94; do., 4th mort. 8s, 85@85; Orange, Alex. and Manassas 7s, 84½@84½; Virginia and Tennessee 6s, 1st mort., 95@100; do., 6s, 2d mort., 78@80; do., 8s, 2d mort., 90@91; Baltimore 6s, 1875, 99½@100; do., 1884, 98½@—; do., 1886, 100½@100½; do., 1890, 98½@—; do., 1893, exempt, 99½@—; do., 1900, exempt, 98½@99; Memphis City 6s, 55@56; Maryland 6s, 1890, 99@100; do. Defense Loan, 1883, 102@104; City Passenger R. R., 25@25; George's Creek Coal, 98½@100; Atlantic Coal, 1.25@1.65.

✉ The directors of the Colorado Central Railroad Company, recently elected, are: H. M. Teller, W. A. H. Loveland, C. C. Welch, R. D. Hall, and H. H. Given, of Colorado—Eastern Directors, F. Gordon Dexter, Fred L. Ames, Oliver Ames, T. E. Sickles, J. B. Tait and T. J. Carter. President, H. M. Teller; Vice President, Oliver Ames; Secretary and Treasurer, E. H. Rollins.

✉ The third installment of \$100 per share on 1,477 shares (\$738,500) Boston and Lowell Railroad new stock (par \$500) voted February 6, 1871, will be due June 15. The two remaining fall due December 1, 1872, and July 1, 1873. Seven per cent is paid on the installments, or six per cent. on any sum anticipated.

✉ Track laying on the Canada Southern Railway was commenced on the 1st of May, and by the 1st of December the road will be open for business from Buffalo to Amherstburg and Toledo and also the branch to St. Clair. A single track of steel rails is to be laid first, and as soon as it is completed a second track is to be laid.

✉ The St. Louis, Jerseyville and Springfield Railroad is being pushed forward with commendable energy. The force under Col. J. B. Moulton, Chief Engineer, arrived at Chesterfield on the 1st inst.

Rhode Island and Massachusetts Railroad.

Another meeting of gentlemen interested in the construction of this road was held in Worcester, Mass., on the 7th inst. The route of the road as surveyed by Mr. E. H. Stone, the civil engineer, will commence at Worcester, passing through the towns of Millbury, Grafton, Milford, Upton, Franklin, Wrentham and Attleboro, in Massachusetts, to tide water near Providence, R. I.

The articles of association were taken up and discussed, and a company was formed under the general railroad law, to be known as the Rhode Island and Massachusetts Railroad. The capital stock was fixed at six hundred thousand dollars. The vote passed at the last meeting, fixing the gauge of the road at three feet, was reconsidered and the four feet eight and one-half inch gauge was adopted.

The following gentlemen were elected Directors: George F. Wilson and J. H. Southwick of Providence; Harvey Chace of Valley Falls; Wm. E. Rice, H. H. Chamberlain and L. L. Nelson of Worcester; Geo. F. Slocumb of Grafton; Wm. Knowlton of Upton; Samuel Walker of Milford; Gen. W. F. Draper of Hopedale; James P. Ray of Franklin; and H. N. Daggett of Attleboro.

Illinois Central Railroad.

The statement of this Company for the month of May, 1872, is as follows:

LAND DEPARTMENT.

Acres	Construction Lands	Sold	2,147.81	for	\$19,024 09
	Acres Inter't Fund Lands	Sold	.....	80.00	720 00
	Acres Free Lands Sold	471.44	for	4,778 96	

Total sales during the m'th of May, 1872, 2,699.25 for \$24,523 05

To which add Town Lot

Sales..... for 30 00

Total of all..... 2,699.25 for \$24,553 05

Cash collected in May, 1872 \$48,710 97

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois.	In Iowa.	Total.
707 Miles.	402 Miles.	1,109 Miles.	
Freight.....	\$369,304 00	\$61,999 00	\$431,303 00
Passengers..	98,722 50	35,947 75	134,670 25
Mails.....	6,375 00	3,059 34	9,434 34
Other sources	58,625 00	2,840 66	60,965 66

Total May '72 \$533,026 50 \$103,346 75 \$636,673 25

Total actual

earn'gs, May,
1871 \$594,519 64 \$118,641 88 \$713,161 52

✉ The following gentlemen have been elected directors of the New York Central and Hudson River Railroad Company: Cornelius Vanderbilt, William H. Vanderbilt, Horace F. Clark, Augustus Schell, James H. Bauker, Samuel F. Barger, H. Henry Baxter, Joseph Harker, New York; Henry R. Pierson, Albany, N. Y.; Chester W. Chapin, Springfield, Mass.; George J. Whitney, Rochester, N. Y.; James M. Marvao, Saratoga Springs, N. Y.; Solomon Drullard, Buffalo, N. Y.

✉ We learn that the work of tunneling West Point for the West Shore Railroad has been commenced. The tunnel will be three-fourths of a mile in length, and two years will be required for its completion.

✉ The extension of the Portsmouth, Great Falls and Conway Railroad has been completed to North Conway, its terminus, 140 miles from Boston.

THE

St. Joseph & Denver City

RAILROAD COMPANY'S

First Mortgage Bonds

are being absorbed by an increasing demand for them.

Secured as they are by a first mortgage on the Road, Land Grant, Franchise and Equipments, combined in one mortgage, they command at once a ready market.

A Liberal Sinking Fund provided in the Mortgage Deed must advance the price upon the closing of the loan. Principal and interest payable in gold. Interest at eight (8) per cent. per annum. Payable, semi-annually, free of tax. Principal in thirty years. Denominations, \$1,000, \$500 and \$100, Coupon or Registered.

Price 97½ and accrued interest in currency, from February 15, 1872.

Maps, circulars, documents and information furnished.

Trustees, Farmers' Loan and Trust Company of New York.

Can now be had through the principal Banks and Bankers throughout the country, and from the undersigned, who unhesitatingly recommend them.

TANNER & CO., BANKERS,

NO. 11 WALL STREET.

✉ A dividend of three per cent. on the preferred and common stock of the Central Ohio Railroad Company, as reorganized, has been declared for the six months ending 31st May ultimo, payable at the Treasurer's Office, Baltimore and Ohio Railroad Company, in Baltimore, on and after the 22d instant.

✉ The Philadelphia, Wilmington and Baltimore Railroad Company have declared a dividend of four cent. pay July 5.

✉ The Chicago and Northwestern Railway Company have declared a dividend of three and one-half per cent. on the preferred stock, payable on and after the 27th of June.

✉ The New York and Harlem Railroad Company have declared a dividend of four per cent., payable on the 1st day of July next.

✉ The Fitchburg Railroad Company has declared a dividend of \$4 per share, free of National and local taxes, payable July 1.

✉ Locomotives are now being shipped to Russia from the Baldwin Works, Philadelphia. Nearly 40 locomotives are made at these works every month.

Journal of Railroad Law.

RAILROAD COMPANIES—WHAT IS THEIR LIABILITY FOR UNCALLED-FOR BAGGAGE OF PASSENGER, WHEN HE HAS LEFT THEIR CARS.

The facts in the recent case of *Burnell vs. The New York Central R. R. Co.*, (46 N. Y., 184,) are fully and clearly stated in the following opinion by—

CHURCH CH. J.—The plaintiff took passage at Palmyra, on the defendants' road for New York, and purchased a ticket and checked his trunk to the latter place. On his arrival in New York, the plaintiff, without calling for his baggage, went to Brooklyn, and the second day after his arrival presented his check and demanded his trunk but it could not be found, and has not since been found. This action was brought to recover the value of the trunk and contents. The Referee found that the trunk was lost through the negligence of the defendants and their servants, and that the plaintiff was entitled to recover upon which a judgment was entered, which was reversed by the General Term, in the first district, and a new trial ordered, from which the plaintiff appealed to this Court.

The Supreme Court placed its decision upon the ground that the defendants' liability ceased with the transportation of the trunk by the Hudson River Railroad Company to New York, and its responsibility to deliver it within a reasonable time after arrival, and that whatever responsibility was incurred afterward, in keeping or storing it, was incurred by the latter company, for which the defendants were not liable.

The correctness of this decision depends upon the nature of the contract between carrier and passenger, in respect to the custody and loss of baggage upon the failure of the owner to call for it within a reasonable time after its arrival at the place of destination.

As to what is a reasonable time cannot be definitely determined but must be left to the circumstances of each case. Up to the expiration of that period the strict liability of common carriers continues. After that a modified liability analogous to that of warehouseman only exists. The rule of exemption from strict liability was carried to the utmost limit of propriety, to say the least of it in *Roth vs. Buffalo and State Line R. R. Co.* (34 N. Y. 628.)

It is unnecessary to attempt a definition of *reasonable time* as applied to this subject in this case, because it is clear that sufficient time had elapsed to relieve the carrier from his peculiar liability as insurer of the property. But there still remained a duty or obligation on the part of the Hudson River Company, to exercise ordinary care in keeping and preserving the property until it was called for or was disposed of according to law. The question is whether this obligation, with its modified liability, was imposed by the contract of carriage, or whether it was a new and independent obligation, arising from the unprovided-for and accidental circumstances of leaving the trunk in possession of the carrier. If the latter is the correct theory, then the defendants are not liable, and the action should have been against the Hudson River Company; if the former, they are liable, because by their contract they assumed the responsibility of every duty and obligation imposed by the contract of carriage. The Hudson

River Company were then agents in performing the contract.

In considering such questions, it is proper to regard the improved facilities of traveling with its incidental contingencies, accidents and conveniences, and the usual mode of transacting such business, to the end, that while on the one hand onerous unnecessary duties should not be imposed upon the carrier by an unnatural or arbitrary construction of the contract, on the other hand, that is should be so construed as to afford reasonable protection to the public. The rule applicable in the construction of all contracts, that existing facts and all the surrounding circumstances are to be regarded for the purpose of effectuating the intent of the parties is also to be applied. I think the duty or obligation referred to, of storing the property and exercising ordinary care to preserve and protect it upon the happening of the contingent event of its not being called for, was incurred at the time the contract was made, and is a part of the contract itself. It is to be presumed that the parties intended to provide for every contingency incident to the subject of the contract.

Leaving baggage with a carrier by railroad, either for temporary convenience, from necessity, sickness or accident is not such an unusual exceptional circumstance, as to create a presumption, that it was not within the contemplation of the parties at the time the contract was made.

The duty of exercising care over property thus remaining in their possession, is a part of the duty of carriers, incidental it is true to their principal or main duty, but nevertheless incumbent upon them, and it is no less a duty growing out of their relation of carriers, because their liability is mitigated to that of ordinary bailees for hire. Besides this is the ordinary mode in which this business has been transacted, as the evidence in this case shows and as all railroad companies are in the habit of doing. Baggage thus left is and always has been kept and cared for, and the manner of disposing of it, if not finally called for, was long since regulated by law (Law of 1837, p. 811), and it is presumed that the parties contracted with reference to the existing state of facts, and to the customary manner of transacting such business.

The other view terminates all relations between carrier and passenger immediately upon the expiration of the "reasonable time," within which the baggage must be called for, and transforms the carrier into a mere accidental finder, or gratuitous bailee liable only for gross negligence. In other words, it makes two contracts in every case where baggage is left, and complicates the rights and duties of the respective parties, and while it essentially impairs the security of the public confers no substantial benefit upon the carrier. Its tendency would be to induce carelessness and negligence where care and vigilance is necessary. The fair construction of the contract is that the defendants agreed for a consideration to transport the plaintiff and his trunk to New York, and deliver the latter to him on its arrival, if called for, if not that it should be properly stored, and reasonable care exercised to prevent injury or loss until it was called for, or was lawfully disposed of. This simplifies the transaction, carries out the intention of the parties, legalizes the uniform

practice, and does justice to the carrier and the public. Although the rule on this subject has not been very definitely settled, yet the principles herein indicated are not new (*Cary vs. Cleveland and Toledo R. R. Co* 29 Barb., 85.).

These views in effect determine the liability of the defendants to this action. The Hudson River company being the agents of the defendants in performing the contract, and the contract of storage, being a part of the original contract of carriage, it follows that the defendants are liable for the loss in that case if any one is liable. Allen J. in 29 Barb., 85, said "There was but one contract, one hiring and one consideration paid for the carriage and storage of the baggage; the contract for storing resulting from and being an incident to the main contract for carriage. It follows that the party liable upon the main and express contract, is liable upon the incidental and implied contract, and the Buffalo and State Line Road, in the storage as in the carriage of the trunk must be deemed the agent of the defendant performing its contract."

The only remaining question is whether a cause of action was established, based upon the negligence of the Hudson River Company. The failure of that company to produce the subject of bailment when demanded, *prima facie* established negligence and want of *due care*. When there is a total default to deliver the goods bailed on demand, the *onus* of accounting for the default lies with the bailee. It is claimed that the failure to produce the trunk, and the charge of negligence is fully met by the evidence produced on the part of the defendants, that the building used for storing baggage was safe and in charge of trusty agents and servants, and properly guarded night and day. There was no evidence as to how this particular trunk got out of the possession of the Hudson River Company. If it had been burned or stolen, without fault on their part, the defendants would not have been liable.

The evidence certainly shows commendable vigilance in the general arrangements to protect this class of property, but it fails to point out how or by what means this trunk was lost. The inference that it was delivered to the wrong person by mistake is quite as legitimate as that it was stolen. To say that the servants were generally careful, does not establish as a question of law, that they were not careless in respect to this article. It was incumbent on the defendants to show that the loss of this trunk was not attributable to the want of care of their servants and the evidence was such that the referee was justified in finding that they had failed to do it.

If this trunk was delivered to the wrong person the circumstances should have been shown, otherwise it would be presumed negligent, as no such delivery would be proper without the presentation of the duplicate, check, or satisfactory evidence of its loss, and of the ownership of the property. If the trunk had been delivered upon such evidence as vigilant, careful persons would regard as sufficient the defendants might have been relieved from liability, but no evidence of this character was produced, and we think the finding of the referee was fully warranted.

The order granting a new trial must be reversed, and the judgment affirmed.

Ordered accordingly,

Canadian Pacific Railway.

The report of Mr. Sanford Fleming on the Canadian Pacific Railway exploration survey has been laid before Parliament. It states that a point opposite Lake Nipissing, named Mattawa, was selected as the eastern end of the survey. This point, it is claimed, is easily connected by projected local lines. The Pacific terminus is undetermined, the line of route through British Columbia being still a matter of uncertainty. The physical features of the country naturally divide the country into three great divisions, as follows, viz:—1st, from Mattawa to Fort Garry; 2nd, from Fort Garry to the Rocky Mountains; 3rd, from the Rocky Mountains to the Pacific Coast. The distance from Mattawa to Fort Garry was sub-divided into eleven different surveys of seventy-five to ninety miles in length. The country is densely wooded, and the survey was therefore unusually difficult. A branch surveying party explored the country from Nipissing to Sault St. Marie, to connect with lines south of Lake Superior, or steamboat navigation. Another expedition was sent north to James Bay. West of Fort Garry, owing to the simple and well known features of the country, a continuous instrumental survey was not thought necessary. The number of rivers in this region flowing through deep and wide beds, are said to be suggestive of bridging on a gigantic scale. A double expedition was organized to proceed westward of Fort Garry, and to penetrate the Howe Pass and Yellow Head Pass of the Rocky Mountains. One of these passes, it is believed, would be most eligible for a railway. The obstacles to railway construction in British Columbia are represented as most serious. Six surveying parties in all were organized to explore the interior of the Province, and ascertain the route affording the fewest difficulties to that section of the line. Twenty-one surveying parties in all were organized, and no small portion of the duty devolving on the department arose out of the necessity for supplying the staff with sufficient commissariat, in a region "uninhabited, trackless and seemingly impenetrable." The total number of persons employed in the survey was nearly 800. The first detachment left on the 10th of June, and others at subsequent periods. The engineer feels satisfied, although communication has been beset with many difficulties, that the surveys between Mattawa and Nepigon are completed, and that there are only two breaks between Nepigon and Fort Garry. From the Ottawa to the north of Lake Superior, no serious engineering difficulties were met with; but for one hundred miles eastward of Lake Nepigon, the country is extremely rough and mountainous, and no practicable line for a railway could be discovered. With respect to the British Columbia survey, the report says: "Some hopes are entertained that a line may be found from the north Thompson across the Selkirk range, to the Quesnel Lakes, and thence via Quesnel to Bute Inlet; but should this fail, a careful examination will be made about 50 miles further to the south, on a line projected through Horse Lake and Lake La Roche. Should all these prove fruitless, it is confidently believed that it will be quite possible to reach Bute Inlet by a practicable line from Tete Jaune Cache, going round the Cariboo country on the north side, along the banks of the Fraser river, and thence across the Chilcotin Plains. The only objection to the latter route would be its length. The gradients can scarcely fail to be favorable on account of the line following the river for over 250 miles of a uniform and gradual descent. The harbors spoken of as

accessible from the Pacific for the terminus are Burrard's Inlet, Esquimalt, Alberni (at the head of Barclay Sound), a harbor on the Nootka Sound, Bentinck Arm, and Port Essington. A map accompanies the report and also a diagram showing the levels at which the proposed lines will run, in comparison with the Union Pacific. From this it appears that the latter runs for 1,306 miles at a higher level than the Yellow Head Pass, and that this point, the highest summit traversed by the Canadian Pacific Railway line, is less than half the elevation attained at several points on the line now being constructed across the continent. An approximate estimate of the length of the line is formed, and it is calculated that the distance of the Canadian Pacific between Montreal and Fort Garry is 1,180 miles, while the line by Sault Ste. Marie and Pembina is 1,440, and by Chicago and St. Paul, 1,843 miles. From Toronto the distance to Fort Garry would be 1,110 miles; or via Sault Ste. Marie, the distance is 1,290 miles, and by Chicago 1,507 miles. The distance via the Union Pacific Railway, from New York to San Francisco is 3,363 miles; and from New Westminster to Montreal only 2,730 miles. The Canadian Pacific Railway, it is asserted, would, even from New York, Boston or Portland offer an advantage in distance of from 300 to 500 miles, as compared with the Union Pacific. The Canada route will shorten the distance between Liverpool more than a thousand miles. The Indians met with during the survey are reported to have proved friendly on the object of the expedition being explained to them.—*Monetary Times.*

L The Philadelphia *Ledger* of 10th inst., reports the net anthracite coal tonnage for the week ending on the 1st inst., from all sources, at 489,891 tons, and for the year 7,083,665 tons, against 2,646,213 tons to the same date last year, being an increase in the tonnage of anthracite coal of 4,387,452 tons. The production of bituminous coal for the week was 62,080 tons, and for the year 974,234 tons, against 880,633 tons to the corresponding time last year—an increase of 143,601 tons. The total production of all kinds of coal for the week was 502,781 tons, and for the year 8,010,899 tons, against 8,476,896 tons to corresponding time last year, showing an increase of 4,534,008 tons.

L The directors of the Lake Ontario Shore Railway have decided to pass Rochester on the north at Charlotte (the mouth of the Genesee river), and to terminate their line at Lewiston, where, by a suspension bridge, they will connect with the Canada road. The line will proceed west from Charlotte along the lake shore, thus giving a new set of small towns the benefit of railroad facilities.

L At the recent annual meeting of the stockholders of the Milwaukee and St. Paul Railway Company, the following directors were chosen: Frederick P. James, Walter S. Gurnee, James Buell, E. L. Franks, of New York; S. S. Merrill, of Milwaukee; F. A. Mueller, of Rotterdam, Holland. Alexander Mitchell, was unanimously elected president, and Russell Sage vice-president.

L The town of Gardner, Me., has voted to subscribe for 250 additional shares of stock of the Boston, Barre and Gardner Railroad, when it appears that stock enough is subscribed to secure the extension of the road to Winchendon.

Safe and Profitable!

THE
CANADA SOUTHERN
First Mortgage Sinking Fund 30 Years
7 PER CT. GOLD BONDS
AT
90 AND ACCRUED INTEREST.

The Road runs from Buffalo to the Detroit River, and is the Eastern link in the new **AIR LINE FROM BUFFALO TO CHICAGO**, and has been under construction for about two years past by railroad men who have seen the necessity for a **STEEL RAIL, LOW GRADE, SHORT ROUTE** between the great railroad systems which diverge from Chicago, Toledo and Buffalo.

Among the builders of the road, by whose cash subscriptions 220 miles (out of 290) have already been graded, bridged and made ready for the superstructure, a large part of the steel rails bought, all of the materials for the stations and a part of the equipment purchased, are:

MILTON COURTRIGHT, JOHN F. TRACY, DAVID DOWS, WM. L. SCOTT, HENRY H. FARNHAM, R. A. FORSYTH, HENRY PORTER, JOHN M. BURKE, M. L. SYKES, Jr., B. F. ALLEN, all directors, either in the Chicago and North West or the Chicago, Rock Island and Pacific; GEO. OPDYKE of the Midland Road; JOHN B. ALLEN, SIDNEY DILLON, DANIEL DREW, J. S. CASEMENT, J. & J. CASEY, O. S. CHAPMAN, JOHN ROSS, DAVID STEWART, and F. H. WINSTON.

THE ROAD will be

33 Miles Shorter than any other Road, either **BUILT** or in contemplation between Buffalo and Chicago, and will also shorten the distance between Toledo and Buffalo 28 miles.

THE MAXIMUM GRADE on the entire line does not exceed **FIFTEEN FEET** to the mile—and Ninety six per cent. of the road is **STRAIGHT**.

THE ROAD WILL BE COMPLETED and in running order on or before Dec. 31 of this year.

The principal and interest of the bonds are payable either in New York, London, or Frankfort.

We confidently recommend the bonds to all classes of investors.

LEONARD, SHELDON & FOSTER,
No. 10 Wall-Street.

NOTICE.

HAVING BECOME ASSOCIATED WITH Messrs. LEONARD, SHELDON & FOSTER in the Agency of the **CANADA SOUTHERN RAILWAY CO.**, we offer the above named Bonds for sale.

After a thorough investigation, we recommend them to our friends and customers as a **SURE AND RELIABLE INVESTMENT**.

Pamphlets and all information furnished on application.

Winslow, Lanier & Co.,
27 PINE ST.

Texas and Pacific Railroad.

AN ACT supplementary to an act entitled "An act to incorporate the Texas Pacific Railroad Company and to aid in the construction of its road, and for other purposes; approved March third, eighteen hundred and seventy-one.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the name, style and title of the Texas Pacific Railroad Company shall hereafter be "The Texas and Pacific Railroad Company;" and the said The Texas and Pacific Railway Company shall have, possess and enjoy all the rights, privileges and franchises heretofore conferred upon the said Texas Pacific Railroad Company.

Section 2. That the said Texas and Pacific Railway Company shall have power and authority to issue the construction and land bonds authorized by the eleventh section of said act of incorporation, for such amounts, not exceeding forty thousand dollars per mile of said road, of construction bonds, as said company may deem needful to provide for the construction and equipment of its line, and to include in the mortgage or mortgages to secure said construction bonds all or any portion of the lands granted in aid of the construction of said Railroad: and in the mortgage or mortgages to secure said land bonds, any portion of said lands not so used to secure the construction bonds aforesaid; and all or any portion of the lands acquired by the terms of consolidation lawfully authorized by the fourth section of said act of March third, eighteen hundred and seventy-one, with any railroad company or companies to whom grants of land may have been made, or may hereafter be made, by any congressional, State, or Territorial authority, or who may have purchased the same previous to any such arrangements or consolidation, and within the time limited for the completion of the road, and all such lands of every description shall be subject to all limitations and conditions now by law existing in relation thereto, and as modified by this act; and this act shall not be construed to revive, enlarge, extend or create any land grant whatever, beyond that heretofore granted by Congress, and which shall duly inure to said company upon compliance with the terms of this act in relation to the times fixed for completion of said railway, and all such mortgages shall be subject to all the conditions and limitations by law existing under this act and the acts to which it is supplementary in respect to such lands, and shall not be held to vest any title in the mortgage or create any lien on such lands, other than such company is or may become lawfully entitled to vest or create therewith; but the amount of said land bonds shall not exceed two and half dollars per acre for all lands covered by the mortgage or mortgages securing the same.

Section 3. That all the mortgages made and executed by said railroad company shall be filed and recorded in the Department of the Interior, which shall be a sufficient evidence of their legal execution: *Provided*, That the aforesaid bonds and the authorized capital stock, or the proceeds thereof, shall be applied only for the purpose of securing the construction, operation and equipment of the contemplated railroad line, under lawful contracts with such parties, and on such terms and conditions as said company may deem needful, and for the further purpose of purchase, consolidation, completion, equipment and operating of the other roads, as contemplated by said act and specified therein, being a part of the aforesaid railroad line, and for the expenses necessary and incident to the works authorized thereby: *Provided, however*, That said road and its equipment shall be of the standard heretofore required by the United States Government for the existing Pacific railway lines: *And further Provided*, That said mortgage or mortgages shall in nowise impair or affect any lien existing on the property of said company or companies at or before the time of such consolidation.

Section 4. That said road shall be constructed of iron or steel rails manufactured from American

ore, except such as may have been contracted for before consolidation by any railroad company which may be purchased by or consolidated with this company.

Section 5. That the said Texas and Pacific Railway Company shall commence the construction of its road at or near Marshall, Texas, and proceed with its construction, under the original act and this supplement, or in pursuance of the authority derived from any consolidation as aforesaid, westwardly from a point near Marshall, and towards San Diego, in the State of California, on the line authorized by the original act, and so prosecute the same as to have at least one hundred consecutive miles of railroad from said point complete and in running order within two years after the passage of this act; and so continue to construct, each year thereafter, a sufficient number of miles, not less than one hundred, to secure the completion of the whole line, from the aforesaid point on the eastern boundary of the State of Texas to the bay of San Diego, in the State of California, as aforesaid, within ten years after the passage of this act; and said road from Marshall, Texas, throughout the length thereof, shall be of uniform gauge: *Provided, however*, That the said company shall commence the construction of said road from San Diego eastward within one year from the passage of this act, and construct not less than ten miles before the expiration of second year, and, after the second, not less than twenty-five miles per annum in continuous line thereafter between San Diego and the Colorado river until the junction is formed with the line from the east at the latter point or east thereof; and upon failure to so complete it Congress may adopt such measures as it may deem necessary and proper to secure its speedy completion; and it shall also be lawful for said company to commence and prosecute the construction of its line from any other point or points on its line; but nothing in this act shall be so construed as to authorize the grant of any additional lands or subsidy, of any nature or kind whatsoever, on the part of the Government of the United States: *Provided*, That said Texas and Pacific Railway Company shall be and is hereby authorized and required to construct, maintain, control and operate a road between Marshall, Texas, and Shreveport, Louisiana, or control and operate any existing road between said points, of the same gauge as the said Texas and Pacific Railroad; and that all roads terminating at Shreveport shall have the right to make the same running connections, and shall be entitled to the same privileges, for the transaction of business in connection with the said Texas and Pacific railway, as are granted to roads intersecting therewith: *Provided further*, That nothing herein shall be construed as changing the terminus of said Texas and Pacific railway from Marshall, as provided in the original act.

Section 6. That all acts or parts of acts inconsistent with this supplement be and the same are hereby repealed.

Approved May 2, 1872.

Chicago and Northwestern Railway Extension.

The contractors on the Northwestern Extension of the Chicago and Northwestern Railway, Messrs. Wolf & Carpenter, are pushing their work along north of Menominee as fast as possible under the circumstances. About 25 miles of the timber north from Menominee is cut out and about five miles graded. About 350 men are employed on the work and more are being secured daily. It is the design to increase the force to 1,000 men. The first locomotive crossed the Marinette and Menominee bridge last week, and the iron is being laid Northwest as fast as possible. The line of the road about midway between Menominee and Escanaba is not yet located. Several lines have been run but it is desirable to select one offering less topographical difficulties than any of them. The engineers working from either end are now within about eight miles of each other on what will probably be the final line. The branch tracks of the road are being built, or rather the grading

being done, on both sides of the river, in Marinette and Menominee. The Menominee road bed for a considerable distance is being formed by dredging through the lowlands and throwing up an embankment.—*Green Bay Advocate*.

¶ The stockholders of the Boston, Concord and Montreal Railroad have adopted the following plan for consolidating the different classes of stock: the whole capital to be represented by a single class of stock, to be apportioned to stockholders in place of stock which they now hold, on this basis—three shares for every two shares of preferred stock, one share for every two shares of new stock, and one share for every five shares of old stock, the whole amount of stock thus apportioned to the stockholders will be \$1,562,000, and it is believed that the income of the road will be sufficient to insure regular dividends at the rate of \$4 per share per annum on that amount. It was also voted to unite the Boston, Concord and Montreal Railroad with the White Mountain Railroad, and to increase the capital stock \$2,000,000.

¶ The *Financier* says that a contract has been entered into between the Illinois Central, the Mississippi Central and the New Orleans, Jackson and Great Northern Railroad Companies, to consolidate these roads into one line under one management, so as to have one continuous line from Chicago, by way of Cairo and Jackson, to New Orleans. The road from Cairo southward toward Jackson, is at once to be built, so as to complete the connection; and the Illinois Central is to furnish \$6,000,000 of funds, in the way of money and bonds, for the purpose. The continuous line to Cairo from the south will be completed about the first of January next.

¶ At a late meeting of the board of railway assessors, held at Topeka, Kan., ten railroads in the state reported their gross earnings for 1871, as follows: Atchison, Topeka and Santa Fe, \$487,086 72; Leavenworth, Lawrence and Galveston, \$593,992 33; Central Branch Union Pacific \$179,042 86; Missouri, Kansas and Texas, \$447,808 90; Kansas Pacific, \$3,119,936 03; Missouri River, Fort Scott and Gulf, \$683,882 35; St. Jo and Denver, \$197,217 04; Atchison and Nebraska, \$81,966 06; Atchison and N. W., \$49,015 45; Missouri River, \$88,794 49.

¶ The gentlemen selected by Councils to test the Worthington pumps at the Waterworks in West Philadelphia, for the purpose of ascertaining whether they were able to perform the work according to contract, have completed their labors. We understand that the tests applied show the pumps capable of performing all the work which they were contracted to do.

¶ Street railroads are to be laid in Paris. Thirteen have been projected, and four are to be commenced immediately. First and second-class cars will be run, the fares being charged according to distance, at the rate of three cents per mile for the first-class and two cents per mile for the second.

¶ The Decatur and State Line Railroad Company has filed, with the Secretary of State of Illinois, a notice of the change of its name to the Chicago, Decatur and St. Louis Railroad Company.

At a meeting of the stockholders of the Cobourg, Peterboro' and Marmora Railway and Mining Company at Cobourg, Ca., on the 17th ult., a resolution was passed conferring on the directors full power to push forward the proposed completion of the road to Peterboro', and the extension to Mud Lake. Col. Chambliss, Managing Director, stated that the mine had turned out a complete success, and that it was the intention of the board to push the road on to Peterboro' and Fenelon Falls, and ultimately to Parry Sound, without delay, provided the proposed bonus already granted by the town of Cobourg and that from Peterboro' was obtained with the grant from the Government.

The survey of the two routes for the proposed Lowell and Andover Railroad has been completed, and the estimates of cost for suitably preparing either route are now under consideration, and will soon be submitted to the proper authorities of the road. Both routes pass over the Lawrence Railroad, near Shedd's crossing in Tewksbury, and both are said to be quite feasible and favorable, requiring comparatively slight cuts and but moderate filling and grading. By either route three bridges will have to be constructed. When the route shall have been adopted the work of building will be immediately commenced.

Stock to the amount of \$852,000 has been taken in the Ontario and Quebec Railway, and ten per cent paid thereon. It was agreed between Sir Hugh Allan, representing the stockholders, and the provisional directors, that Mr. Keefer's line between Carleton Place and Peterboro' would be taken; that the survey would be commenced within two months and prosecuted with vigor, and that the work of construction shall be commenced at the earliest possible moment. The gauge is to be 4 ft. 8½ in. from Ottawa to Toronto.

The officers of the New York Bridge Company, recently elected, are: Henry C. Murphy President, John H. Prentice Treasurer, and O. P. Quintard Secretary.

Executive Committee—Seymour L. Husted, Abram S. Hewitt, James S. T. Stranahan, Wm. H. Applegate and Henry W. Slocum.

Finance Committee—C. A. Sprague, Andrew H. Green, Wm. Marshall, Lloyd Aspinwall and John W. Lewis.

The contract for building the Massachusetts Central Railroad bridge across the Connecticut River at Northampton has been awarded to J. R. Smith of Springfield. The total contract price is upwards of \$180,000. The bridge will be 1,400 feet long and will be completed by September, 1873. Work will begin at once, and will be vigorously pushed during the Summer.

At an adjourned meeting of the Penobscot Central Railroad, held in Bangor on the 6th inst. Wm. T. Pearson of that city was chosen President, and Timothy P. Batchelder of Kenduskeag Treasurer. Engineers will commence in about two weeks to make a preliminary survey of the route up the Kenduskeag valley.

The total expenditures on the Intercolonial Railway up to March 30, 1872, have been \$8,641,104—of which \$8,565,692 had been expended prior to December 31, 1870.

THE CINCINNATI & TERRE HAUTE Railway Company,

Desirous of enlisting the attention of manufacturers to the advantage of locating manufacturing establishments upon the line of their Railway, will give to any Rolling Mill or Blast Furnace Company so locating forty (40) acres of ground for works, and the coal in one hundred (100) acres of Clay or Owen County, Indiana, block coal field; the ore from one hundred (100) acres of the Hardin, Pope or Massac County, Illinois, brown hematite beds, and agree to furnish them with all orders for merchant iron required for the Railway's use for a period of two years.

To any Railway Car Manufactury located upon its line, they will give twenty acres of ground required for works, the timber from one hundred acres of the best oak timbered land in Owen County, and an order for one thousand cars to commence work upon.

To any Car Wheel Foundry or Axle Forge, the necessary grounds for works, and liberal orders for their products in kind.

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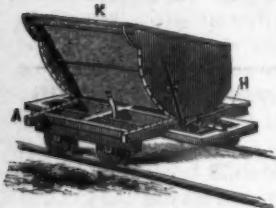
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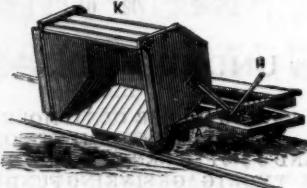


Fig. No. 1, Car Loaded.

The Brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

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An extra steamer will leave San Francisco, June 15, 1872, for Japan and China.

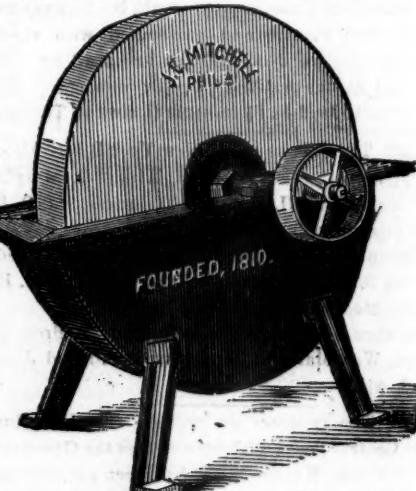
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